





# THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED,  
SHIPBUILDERS AND ENGINEERS,  
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines  
in Stock

For quotation apply—

SHANGHAI OFFICE.

Ready-to-Wear

Cream Gabernette

Trousers

London Tailor-made, unshrinkable  
Cream Gabernette Trousers Cut  
on lines that ensure perfect fit and  
comfort in wear, and are well-finished.  
New stock just received.

MACKINTOSH

CO., LTD.  
MEN'S WEAR SPECIALISTS.  
116, DES VEAUX ROAD. TELEPHONE 22.

THEATRE ROYAL.  
HONGKONG.

MAURICE E. BANDMAN  
Presents

THE BANDMAN OPERA CO.

1921.

TO-NIGHT! "Irene" TO-NIGHT!!

from the Empire Theatre, London.

TO-MORROW: "GOING UP" from the Gaiety Theatre, London.  
Saturday, April 9th. "THE SHOP GIRL" from the Gaiety Theatre, London.  
Monday, April 11th. "AFGAR" from the London Pavilion.

PLANS AT MOUTRIE'S  
POPULAR PRICES 84, 82 & 81.

BY APPOINTMENT

Apollinaris

NATURAL MINERAL WATER.

NOW AGAIN OBTAINABLE

Since its foundation in 1872, the Apollinaris business  
has always been BRITISH-OWNED.

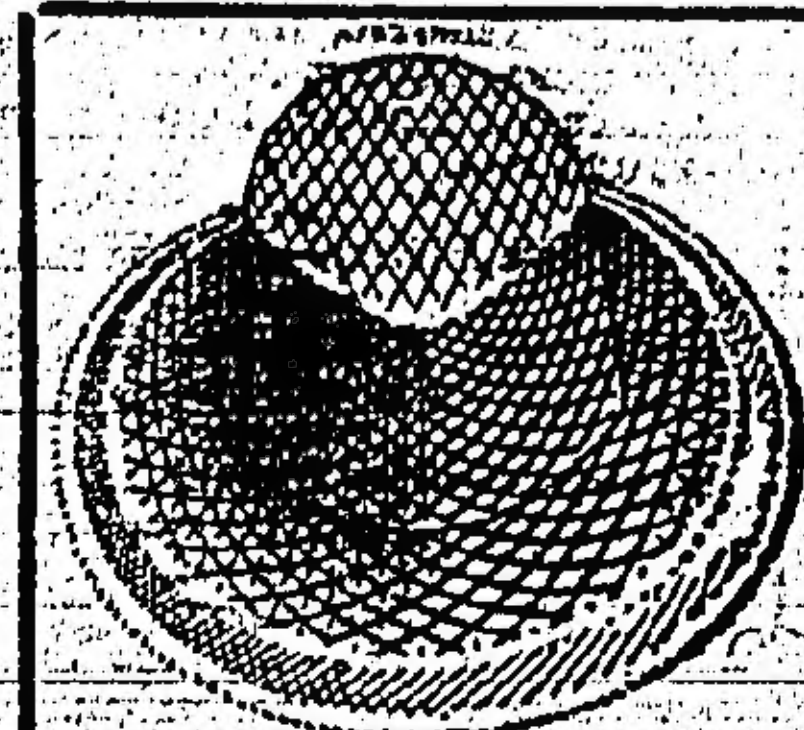
THE APOLLINARIS CO., LTD.

Obtainable at:

THE HONGKONG HOTEL  
THE REPULSE BAY HOTEL  
and all leading clubs & Stores.

Sold by:

LANE, CRAWFORD & CO.



Just Received from Manila

A Fine Assortment of

HEMP HATS for LADIES

in different shapes and assorted colours.

Inspection cordially invited.

SWATOW DRAWN WORK CO.

14, Des Vaux Rd. Central. Phone No. 2880.

## HONGKONG'S ECONOMIC RESOURCES.

### REPORTS BY COMMITTEES OF INVESTIGATION.

#### CONCLUSIONS AND RECOMMENDATIONS.

We have received from the Colonial Secretary a printed copy of the Report of the Economic Resources Committee appointed by H.E. the Governor a year ago, together with valuable appendices which include eight reports by sub-committees. Bound up with the Report of the Committee are verbatim reports of the proceedings at five meetings of the Factory and Home and Cottage Industries sub-committee and numerous appendices including:

- (1)—A list of Factory and Home and Cottage Industries under European or semi-European management.
- (2)—A list of industries under Chinese management.
- (3)—List of Industries in Hongkong and Kowloon under Chinese management.
- (4)—List of Industries in New Territories.
- (5)—Memorandum on the Salt Industry in Hongkong.
- (6)—Memorandum on the Match Industry.
- (7)—Sericulture in the New Territories.
- (8)—Pig Breeding in the New Territories.
- (9)—Tobacco Cultivation, Cotton growing, Tea, Fruit and Vegetable growing.
- (10)—Circular letter with list of Questions.

Sir Robert Ho Tung as Chairman of the Factory and Home and Cottage Industries sub-committee has been responsible for the preparation of four of the eight reports, besides a lengthy memorandum which was submitted at the first meeting of that sub-committee. The report on Sericulture in the New Territories is the most voluminous of the Reports, the information being based largely on laborious experiments carried out on Sir Robert's farm at Sheung Shui, and the Report is illustrated by a number of very interesting plates. Another lengthy Report by Sir Robert Ho Tung is that on Pig Breeding, and the Cultivation of tobacco, cotton, tea, fruit and vegetables. This Report is also illustrated. Sir Robert Ho Tung, as Chairman of this sub-committee, also furnished a very informing Memorandum on the Salt Industry as carried on in the New Territories.

The Hon. Sir Paul Chater, C.M.G., has furnished a Memorandum on Land Development in the Colony, and, as Chairman of one of the sub-committees, has reported on "Mining and Minerals". A sub-committee of which Mr. E. V. D. Parr was Chairman has reported on "Shipping and Shipbuilding".

Mr. John Johnston was Chairman of a Committee which reported on a Fish Committee under the Chairmanship of the late Mr. D. K. Moss reported on development from the tourist standpoint, including in the term commercial travellers and people generally who visit the Colony for business purposes or change of climate or scene, passengers transhipping and also Chinese visitors of a desirable type.

#### CONCLUSIONS AND RECOMMENDATIONS.

The Economic Resources Committee report their conclusions and recommendations as follows:—

(a)—First and foremost, the fact must be recognized that the labour problem figures pre-eminently in the consideration of the industrial development of Hongkong. Hitherto, so far, the supply has been equal to the growing demand, and there is no ground for apprehension that under present conditions the supply will not be fully maintained. At the same time we are not unmindful of the fact that the general tendency for all skilled labour in this part of the world, as in Europe and in America, and even in Japan, is to become more expensive.

(b)—High rent is a serious factor militating against industrial development. It gives a decided advantage in favour of Canton against Hongkong. We therefore, beg leave to reiterate our considered opinion that "in view of the increased advantages which will obtain as soon as a stable government is instituted in South China, it behoves the Authorities in Hongkong very carefully to watch the situation. We believe when settled conditions exist in Kwangtung advantages for conducting factories will be superior (considering all circumstances) to Hongkong, labour, land rentals and building conditions all being on a much lower basis."

(c)—As regards building conditions it is our opinion that the Building Authorities should, if possible, relax building restrictions in such a way as to attract prospective industries to the Colony.

(d)—Small Chinese shipbuilding and repairing yards should be afforded facilities to continue their trade if disposed of their present forshore rights by reason of any reclamation—public or private—or other works.

(e)—Government should define its policy with regard to the location of so-called offensive trades. Frequent removals have a detrimental effect on such trades and may lead in the end to the driving out of business of persons presently engaged therein.

(f)—It will be an advantage if, when the Sanitary Department carries out its periodical house-cleaning and lime-washing, regard is had to the convenience of factories so as to reduce to a minimum the disturbance of the ordinary working of the same.

(g)—Because Canton can build cheaper, it has captured the motor-boat building trade formerly conducted in Hongkong.

(h)—For the trade of motor-car assembling and repairing to be conducted remuneratively, moderate house-rent is a first essential. At present accommodation for garages within the City limits is prohibitive. It has been pointed out to us that chauffeurs' wages in Hongkong are maintained at a rate disproportionate to that ruling in Shanghai. Whether local conditions will warrant a substantial reduction in these wages, the Traffic Sub-Department of the Police Department will be more competent to express a definite opinion.

At the same time the training of Chinese chauffeurs, as suggested, under Police direction is well worthy of consideration. A course of instruction for chauffeurs in driving alone costs \$100, and a complete course, including mechanical instruction, cannot be obtained unless on payment of \$250.

(i)—The incidence of heavy taxation on tobacco and distilled rice-wine or *samsu* is felt to be burdensome on the tobacco manufacturing and wine-distilling trades. We submit no specific recommendations in this connection; but mention the fact as represented to us by the interests concerned in the hope that it will receive consideration.

(j)—The blocking of the river in the village of Ha Tsun, Ping Shan District, has had a very damaging effect on the groundnut industry as well as the native distilleries and pig farms. This matter is worthy of early attention. It is urged that it will be a great advantage to the well-to-do merchants of the districts of Tin Lung, Ping Shan and Au Tau if the Government were to build a police station on a hill in Mong Chang to guard the river boundary between British and Chinese territory.

(k)—Deficient water supply and manual labour in the Sheung Shui District force themselves upon our attention. If remedial measures could be devised to make good these deficiencies we are of opinion that the productivity of the district could be materially increased.

(l)—We feel certain that it suffices if attention of the Kowloon Railway Authorities be invited to a certain anomaly in the freight tariff for it to be readjusted. We refer to the respective charges on rice and bran as alluded to in the Memorandum on Pig Breeding. While on this subject the General Manager of the Railway may regard with sympathy the wish of the farmers to have a station for animals awaiting transport at the Sheung Shui Halt. While the provision of this shed may not pay at first it is regarded as a very useful one and may in the end add to the revenue of the Railway.

(m)—We trust that the Government might see its way to reconstruct the small dam at Kiu Tung (D.B. 63 and 68), especially as it involves a very small expenditure only.

(n)—We venture to believe that the time is fast approaching when the population of the village of Aberdeen and its vicinity should have a water supply independent of the small reservoir serving the Tai Shing Paper Mill. Under existing arrangements the Mill's water supply is a precarious one in the dry season. We think there is cause for asking the Government to find some other means of supplying the village and floating populations by enlarging the reservoir, or if not practicable, of providing a new reservoir, or by a line of pipes from the Government's main water supply.

(o)—It has been demonstrated that the Salt Industry has ceased to be a profitable trade in the districts of the New Territory.

(p)—We strongly urge the desirability of stimulating the effort at reestablishing the match industry in the Colony, and to this end would point out the necessity for a sympathetic consideration of any application for leases of Crown lands as well as building covenants and restrictions. In connection with the match industry we suggest that the Botanical and Forestry Department might consider the expediency of planting suitable timber for match wood and boxes in connection with its afforestation plans in the near future.

(q)—The value of sericulture cannot be over-estimated, and we endorse the Chairman's recommendations set out in detail in para. 68 above.

(r)—We would like to see pig-breeding more extensively undertaken by the farmers in the New Territories, once it is shown that it can be, as it has been, made a remunerative industry.

(s)—Nothing can be lost by experiments being conducted with a view to demonstrating the feasibility of successful cotton cultivation on the mainland. The hosiery trade is increasing by leaps and bounds, and it behoves the Government to foster this industry by affording the means for supplying the raw material required by the trade. The starting of a new Cotton Mill with Chinese capital is mooted. All that its promoters desire is the ability to obtain cheap cotton, independent of cotton supplied by foreign interests inimical to local industrial development.

The Report is signed by Sir Robert Ho Tung, as Chairman and by the Hon. Mr. Lau Chu-pak, Mr. D. O. Russell, Mr. G. T. Edkins, Mr. Chow Shou-son, and Mr. K. E. Greig. Owing to Mr. Chan Hui's absence from the Colony he was unable to sign the Report. A draft copy of the Report was forwarded to him at Shanghai and Mr. Chan Hui telegraphed his entire approval of the Report.

## LAND DEVELOPMENT IN THE COLONY.

PAPERS BY THE HON. SIR PAUL CHATER, C.M.G.

SUBMITTED TO THE ECONOMIC RESOURCES COMMITTEE.

In my opinion the method by which the Economic Resources of the Colony can best be developed is by expansion, and by this I mean the acquisition of land on the sea level suitable for buildings, such as factories, godowns, and tenement houses, the opening up by roadways of the higher levels at present unapproachable and the provision thereby of many excellent sites for residential property suitable for the erection of houses at rentals to suit all classes of the European Community.

That there are many localities on both sides of the harbour where such expansion can easily be made is an indisputable fact.

As one instance thereof, I have now to submit for your consideration a scheme by which a very large area of land can be added to the Colony's sea frontage at a comparatively low cost and from which the Government and Colony in general will greatly benefit.

This scheme deals with the reclamation of some 300,000 square feet of land at Kennedy Town as shown on the plan and chart which I lay on the table.

This reclamation, when completed, would give to the Colony an approximate area in Marine Lots, having a fairly deep water frontage, of 383,000 square feet, and in Inland Lots an approximate area of 191,000 square feet, which latter area would be further increased by some 250,000 to 300,000 sq. feet by land in the immediate neighbourhood now merely hillsides and from which the necessary filling for the reclamation could most conveniently be taken. Leaving out of consideration for the moment this further increase to our Inland Lot area, we obtain on the reclamation itself an area available for building of 584,000 square feet, the remaining 248,000 square feet being required for roads, etc.

The estimated cost of this reclamation, including granite faced Praya Wall, nullahs, and filling to an average level of 13 feet above Ordnance Datum and contingencies, is \$557,000 or about 69 cents per square foot of area to be reclaimed. This is, when compared with the cost of private reclamation recently made at North Point, and which worked out at about 90 cents per square foot, a liberal figure. Existing lots in the immediate neighbourhood have very recently been sold at \$7 per square foot for Marine and \$5 per square foot for Inland Lots.

Let us suppose that the area to be obtained were sold on this basis, we arrive at a gross receipt for Marine Lots of ... \$2,541,000  
And for Inland Lots ... 1,337,000  
Less cost of reclamation ... \$557,000  
A net profit of ... \$3,321,000

but as these figures may reasonably not be readily obtainable, let us base our calculation upon the safer basis of say \$5 per foot for Marine and \$3 for Inland Lots. This will give a net profit of \$1,631,000, to which may be added the sum to be obtained from the sale of the additional, say, 250,000 square feet obtained by the cutting of the hillsides to which I referred, the cost of which is included in the cost of the reclamation, and which at, say, \$2.50 per foot would produce a further \$625,000, making a total of \$2,256,000 profit to be obtained from the sale of the full area—a very handsome sum—not to mention the steady annual income accruing to the Treasury by way of Crown Rent and Rates when the land becomes fully or partially developed. Crown Rent alone is estimated to produce over \$10,000 per annum.

Similarly, further additions to our building area are well within the bounds of practicability, by reclamation of a like nature stretching from the Electric Company's property at North Point, round to Quarry Bay, and from the other side of Tai Koo Dockyard on to Shauiwan.

On the other side of the island there exists a very large area immediately beyond Yaumati and stretching on both sides of the main road up to the village of Mong-kok-tsu, capable of being easily filled in by the cutting down of the surrounding hills, and which, when done, would add to this neighbourhood several acres of useful land.

For residential purposes the south side of our Island has, up to now, remained practically a dead letter; but in these days of motor-cars, omnibuses and potential tramways, giving rapid and easy access to and from the business centres, the day is not far distant when the many excellent building sites to be obtained on this side of the island will be taken up, and homes where one may enjoy the benefit of the southern breezes during the hot summer months will there be established. At present much of this land that I have in mind is occupied by our Dairy Farm; but it may be made easily available by the removal of the Farm to larger, and for their purposes, better tracts of land in the New Territory.

When addressing you the other day on the subject of the Colony's Resources I referred to the acquisition of a further large area of land to be obtained by reclamation at North Point, extending from the Electric Company's Station almost to Quarry Bay.

I have now gone somewhat more fully into the matter, and as you will see from the plan and chart, which I lay on the table, the approximate total area to be obtained by this scheme is 3,800,000 square feet at an estimated cost, including granite faced Praya Wall, roads, filling to an average level of 13ft. above Ordnance datum and contingencies of \$2,600,000 or about 70 cents per square foot.

Square feet.  
A total area to be reclaimed of 3,800,000  
Less required for Roads,  
Streets, etc. 750,000

Gives us an area in Marine  
Lots of 3,050,000

to be disposed of by the Government.

Land in this neighbourhood has, to my knowledge, been sold at as much as \$2.50 per square foot, but to place our calculations upon a more conservative and safer basis let us presume that the price be only \$3 per square foot, at which price we arrive at a gross receipt of ... \$9,150,000  
Less cost of reclamation ... 2,600,000  
A net gain of some ... \$6,550,000

to the Colony's revenue, if and when all the land is sold.

The necessary filling for this work is readily obtainable from the hillsides in the immediate neighbourhood, and, as I pointed out when putting forward my suggestion for the Kennedy Town development, a further considerable area by way of Inland Lots will also be obtained in this district.

It is impossible at the moment to approximate what this area will be, but it cannot but be very considerable, and I estimate the price obtainable for such Inland Lots at from 50 cents to \$1 per square foot. It will thus be readily seen how large an increase must accrue to the revenues of the Colony by way of Land Premium, Crown Rent, Government Rates on rateable improvements whenever such scheme be carried out to completion.

I do not, however, advocate for a moment the immediate undertaking of so large a work, particularly in view of the more important Praya East Reclamation which will no doubt be shortly put in hand, but rather throw out this suggestion as a possible and potential asset to the Colony in years to come.

## THE STRIKE OF TEACHERS.

The teachers' strike in Peking still continues. On account of the prevailing financial depression, the Government is not in a position to advance money for the establishment of an "educational foundation fund" as demanded by the teachers and students, but, through co-operation, measures will be devised to secure funds sufficient for the payment of the teachers for two or three months, so that the colleges and schools can be re-opened. It is believed that with the Ministry of Finance as surety, a loan will be obtained by the authorities for educational purposes. Responsible Government authorities are of the opinion that there must be a universal system of education for the country before the proposed "educational foundation fund" can be created.

In view of the establishment of a "Communications University" by the Ministry of Communications, it has been suggested by the teachers' strike association that this Ministry, which is regarded as the richest Government board in Peking, should contribute the sum of two hundred thousand dollars yearly towards the proposed educational foundation fund for the benefit of education in China. The authorities of the Chiao Tungpu regard the suggestion as unworkable on the ground that the financial position of the Ministry is as bad as that of any other Government board in the capital, and it is, therefore, quite impossible for it to render financial assistance to institutions out of the communications circle. In order to correct the wrong impression that the Chiao Tungpu is the wealthiest ministry, a statement, signed by Mr. Lin Ching-san, Associate-Chief of the Through Traffic Transportation Bureau, with the concurrence and approval of Mr. Baker, adviser to the ministry, has been issued giving particulars about the receipts and incomes from the Peking-Mukden, the Peking-Hankow, Tientsin-Fukow and other Government railways and the various expenditures and outlays, showing clearly, instead of a big silver reserve, serious deficits in the treasury of the Chiao Tungpu.

## WHEN A MAN'S FORTY.

If he has not previously worn glasses, he should lose no time in having his sight properly tested. If he has worn them, he should make quite sure by a scientific test that his glasses do not want altering. This is important. Up to the age of forty the muscles of the eyes will sometimes make up for defect by straining. After forty, the elasticity of these muscles gradually lessens until they become quite fast. The Hongkong Optical Co., Successors to Clark & Co., Refracting & Manufacturing Opticians, located in 62, Queen's Road, Central, have the equipment to test your sight accurately. Adv.







## NEW ADVERTISEMENTS

NOW READY.

## 'DIRECTORY &amp; CHRONICLE'

CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA, PHILIPPINES, Etc.

for 1921

59TH ANNUAL EDITION containing 1,600 PAGES! 14 MAPS!! THE DIRECTORY OF THE FAR EAST. PRICE ... \$12. Abridged Edition ... \$3.

## COMMISSION TO ENQUIRE INTO THE INDUSTRIAL EMPLOYMENT OF CHILDREN.

THE COMMISSION will be glad to hear evidence or to receive suggestions from any person who may be interested in the INDUSTRIAL EMPLOYMENT OF CHILDREN. Communications should be addressed to—

THE SECRETARY TO THE COMMISSION, Secretariat of Chinese Affairs, Hongkong. By Order of the Commission. [740]

## HONGKONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held in the Pavilion of the Club on THURSDAY, the 14th of April, 1921, at 6.30 p.m. for the purpose of submitting the following resolutions—

1. That the present Hongkong Cricket Club be wound up, and the Committee be authorised to take all necessary steps for that purpose.
  2. That the Committee be authorised to register a Company limited by guarantee not exceeding \$100 per member, on the terms of the Memorandum and Articles of Association which will be submitted to the Meeting.
  3. That the Committee be authorised to assign and hand over to the new Company, when registered, all the assets of the Club.
- Should the proposed resolution be passed at this Meeting a subsequent confirmatory Meeting will be called.
- Copies of the proposed Memorandum and Articles of Association may be seen by Members at the Pavilion.

By Order of the Committee, L. S. GREENHILL, Hon. Secretary. Hongkong, April 6th, 1921. [716]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of April, 1921, at 3 p.m., at the Office of His Excellency the Governor, of One Lot of CROWN LAND at Logard Road Extension in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements	Area in Acres	Annual Rental	Upset Price
1	feet. feet. feet. feet.	about 30,000	175	3,500
As per sale plan				

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of April, 1921, at 3 p.m., at the Office of His Excellency the Governor, of One Lot of CROWN LAND at Logard Road Extension in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements	Area in Acres	Annual Rental	Upset Price
1	feet. feet. feet. feet.	6,600	108	5,670
As per sale plan				

## NEW ADVERTISEMENTS

LOST.

BLACK and WHITE SETTER DOG "BILL" License No. 151. Return to A. Murdoch, 73, Peak. [763]

## BILLIARDS CHAMPIONSHIP OF THE COLONY.

On SATURDAY, April 9th.

At the VICTORIA RECREATION CLUB.

A. J. OSMUND v. P. IVANOVITCH. Game of 1000 up in 2 Sessions, at 6 p.m. and 9 p.m. Admission Free; Members and Naval and Military Men, 50 cents; Non-members, 25; Reserved Seats, 25.

R. C. WITCHELL, Hon. Secretary. [764]

## MARINE ENGINEERS' GUILD OF CHINA.

HONGKONG BRANCH.

MEMBERS are informed that the REGULAR MONTHLY MEETING will be held at the Guild Office, Sailors' Home, on THURSDAY, April 7th, at 5.45 p.m.

To elect Finance Committee, and deal with important correspondence.

W. J. STOKES, Branch Secretary. [756]

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. From LEITH, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENLEDI"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the basements and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th April, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 30th April, or they will not be recognised. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th April, at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents. Hongkong, April 6th, 1921. [759]

## NOTICE.

THE GENERAL OFFICER COMMANDING hopes that all BRITONS who served in the War, and who are now in Civil life in Hongkong, will meet in his Office at VICTORIA ARMS BARRACKS at 6.30 p.m., on FRIDAY, April 15th, 1921, to consider a matter of common interest. [753]

## NOTICE.

THE HO HONG STEAMSHIP CO., LTD. OF SINGAPORE, the owner of the Steamship "HONG WAN", are prepared to negotiate for the SALE OF THE WRECK OF that Ship, as she now lies beached near Bell Island near Swatow, together with the Engines, Boilers and all appurtenances at present on board.

Full particulars may be obtained on application at the Office of the Company at No. 61, KING STREET, SINGAPORE, or at No. 28, WING LOK STREET, HONGKONG. [706]

## NANYO YUSEN KAISHA.

THE above Company having established its Branch Office at this port as from this date, the undersigned will CEASE to act as Agents.

DODWELL & CO., LTD. Hongkong, April 1st, 1921. [723]

## NANYO YUSEN KAISHA.

WE have This Day Opened a BRANCH OFFICE of the Company at No. 6, QUEEN'S ROAD, CENTRAL, and our Agency Agreement with Messrs. DODWELL & Co., Ltd., will accordingly lapse.

NANYO YUSEN KAISHA, LTD. Hongkong, April 1st, 1921. [724]

## THE EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

WE have To-day taken over the Agency of the above, and shall be glad to quote rates of freight and passage on application.

MANNERS & BACKHOUSE, LTD., Mercantile Bank Building, 7, Queen's Road, Central. Hongkong, March 31st, 1921. [727]

## HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY COMPANY, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, Limited, Pedder Street, Hongkong, on WEDNESDAY, the 17th day of April, 1921, at 12 o'clock Noon, to transact the ordinary business of the Company.

By Order of the Board, W. E. ROBERTS, Secretary. Hongkong, 4th, February 1921. [761]

## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Messrs P. O. AD., AP. AW., BF. BO., BR., BV., KY.

COTTON TUSSEORE SUITING, 54 inches wide. Fine quality. Very durable. Colours—White, Biscuit and Light Brown Suitable for Gentlemen's Summer Suits and Ladies' Dresses. In pieces of 6 and 7 yards. Price \$2.75 per yard. Cash with order. Apply ALEX. ROSS & CO., 25, Des Vaux Road, Central.

WHITE COTTON DUCK, 27 inches wide x 42 yards long. Strong and durable quality. Price 60 cents per yard. (Pieces only). Cash with order. Apply ALEX. ROSS & CO., 25, Des Vaux Road, Central. 30

SITUATION VACANT.—Chinese Clerk Wanted, must have good knowledge of English and Commercial experience in a European Office. Apply in own handwriting, enclosing copies of references, to Box K2, c/o Daily Press Office.

TO LET.—EUROPEAN HOUSES at Trimbakau, next to No. 37, Nathan Road. Possession about 25th April. Apply to CHEUNG TSOI, c/o Johnson Stokes & Master, Prince's Building.

## WANTED.

EXPERIENCED SENIOR OFFICE ASSISTANT (British) for Engineering and Machinery Department, must be good Correspondent and have Commercial and Technical knowledge of Engineers' supplies and Hardware. Permanent position and good prospects offered to competent Applicant. An indication of salary expected is required. Persons without the above-mentioned qualifications need not apply.

Address applications to—Box No. 718, Care of Daily Press Office. [718]

## TO LET.

COMMODIOUS OFFICE in Alexandra Buildings, immediate possession. Apply to—

LINSTEAD & DAVIS, Alexandra Buildings. [685]

## TO LET.

EUROPEAN OFFICES, 1st floor (four in one block) 15 to 19, Connaught Road Central (with use of lift). "A. B." Apply to—

Care of Daily Press Office. [134]

## FOR SALE.

1170 SHARES of the RONPION TIN, no liability, at the Market Quotations. For full particulars please write or call on—

Mr. S. C. TEO, 81, Des Vaux Road, Central. [744]

## FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—

Box No. 588, Care of Daily Press Office. [588]

## GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held in LONDON on APRIL 19th.

THE SHARE REGISTER will be CLOSED from April 9th to April 20th, both days inclusive. By Order.

LOWE, BINGHAM & MATTHEWS, Colonial Register. Hongkong, March 30th, 1921. [713]

## HONGKONG HOTEL GARAGE.

WE beg to announce that, in order to cope with numerous applications received for Garage Space, we have, as from the 1st April, 1921, acquired the business and premises of the RUSSELL STREET GARAGE.

Extensions and improvements will be immediately taken in hand with a view to offering facilities for up-to-date Garage and Repair Work.

Mr. T. B. PEARSON will continue to be in charge of the Russell Street Depot.

HONGKONG HOTEL CO., LTD. J. H. TAGGART, Manager. [720]

## HONGKONG SCHOOLS ATHLETIC SPORTS, 1921.

THE ANNUAL SPORTS in connection with the HONGKONG SCHOOLS will be held on FRIDAY, April 22nd, on the RACE COURSE, commencing at 1.30 p.m.

The Registrar of the University will distribute the trophies.

Entries must be made on or before MONDAY, APRIL 11th.

A. J. S. STEARN, Hon. Secretary. [752]

## TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## INTIMATION

## WATSON'S

## DRY GINGER-ALE

## FRAGRANT,

## AROMATIC,

## DRY.

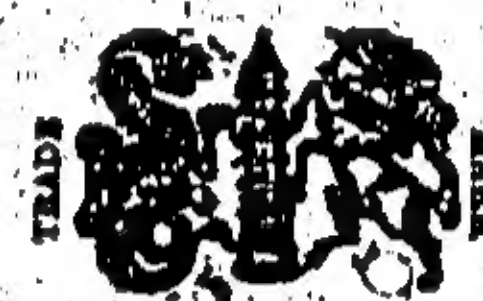
Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Fints. \$1.25 per dozen.

Splits 80 cts.



## A. S. WATSON &amp; CO., LTD.

## AERATED WATER MANUFACTURERS.

[11]

## DEATH.

MAY.—At the Peak Hospital, on the 6th inst., EDWARD GEORGE KREWECH, 51, Des Vaux Road, of Messrs. Jardine, Matheson & Co., Ltd., son of Major-General Sir Edward May, aged 28. [752]

Hongkong Office: 10A, Des Vaux Rd., O. London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, APRIL 7TH, 1921.

## JAPANESE POLICY.

While the Japanese Diet continues to be the scene of interruptions varied by bouts of fatigues, the policy of Japan is shaping a course which has attracted world-wide attention. From all sides there come conjectures as to what Japan is aiming at. It might perhaps, with equal pertinence be asked whether Japan has any settled aim at all—whether she is not merely drifting along on the waves of opportunism, trusting to be able to get past the rocks when she reaches them. This is all the more likely when it is remembered that the old struggle for power among the Japanese clans, which makes so much of Japan's history merely a record of war, is still continued in the political field. Clan government remains as strong a factor in modern Japan as it ever was in feudal days and is none the less insidious because it is no longer conducted in the open. It is this underground strife which makes so much of Japan's modern political history so difficult to understand, giving an air of purpose to what may be merely a vague drifting hither and thither according to the influence of the clan in power. That Japan has at the same time shown a forward course in industrial development is not in contradiction to such a condition, since Japan's industrialisation is the work of the capitalists and merchants, who are almost entirely outside the stream of political influence. The Government is, it is true, fond of interfering in commercial matters, but progress has been made rather in spite of than by reason of such interference.

Japan's commercial progress has, in fact, been forced upon her by the natural desires of the people to reach a higher standard of living and a wider scope for their energies, and, if anything, its progress has been hindered and not helped by State aid. To say that the political and commercial influences are entirely apart would be saying too much, but it would be nearer the truth than the general belief that Japan owes her modern development to the wisdom of her political rulers. The opportunism of the Japanese Government may be seen in many incidents of the past few years—in the Twenty-one Demands on China, taken at a time when the European Powers were engaged in their own quarrels; in the secret treaty with Russia which was to give to the signatories dominion over the Far East; in the expedition to Siberia, where the probability of something turning up is still being awaited; in the occupation of Tsingtau under the promise of returning it to China, still an unperformed promise, again in the hope of something turning up. At the Peace Conference Japan is supposed to have dragged a red herring across the path in the shape of a racial equality motion, thus diverting the bounds of the Conference from her real purpose of securing possession of Shantung. It may be so, yet it is just as possible that Japan was deceived by the fervour of altruism which was supposed to exist at the time of the meeting of the Conference, animated by President Wilson's high ideals, and she may have thought that the racial equality motion would be accepted, without in any way using it as a set off against her claims in Shantung. In some ways, of course, the claim for racial equality and the claim for the disposition of Shantung were contradictory, since the latter denied what the other confirmed, but such inconsistency is all on a par with Japan's policy in other directions—in, for instance, restricting foreign rights in Japan with a very jealous care, and demanding the fullest rights for Japanese in every country, even in the case of China, by a show of force. It is a Japanese characteristic that they can see nothing inconsistent in this. In an age when moral guidance in foreign policy has in every country been more or less abandoned it would be unfair to censure the Japanese too strongly for this, but at the same time it cannot be held up as a characteristic evoking admiration, and its dangers are manifest.

It is the influence of clan government upon Japan's foreign policy which causes it to present such serious features, and to some it seems that just as it was the military junkers who drove Germany to destruction, so it is the military junkers of Japan who are heading the country for the same end. The military adventure in Siberia is, perhaps, the most serious of the blunders, since Japan can neither remain nor get out with dignity, and there is no Japanese statesman who has any idea as to what is to be the end of an adventure which has never been popular and has cost a large sum of money with no prospect of a return. The Yaps struggle again, which is practically another military adventure, is threatening to embroil Japan with the United States. Were it not for the military questions which are supposed to be involved the matter could be settled after half an hour's discussion. But Japan under her clan rulers is determined on extending her military influence, thus continually widening and weakening the frontiers of the empire. The Anglo-Japanese Alliance again was the fruit of military rule and has been used as a military weapon—not for the purpose for which it was originally intended, to ensure the status quo in the Far East, but to avert criticism from schemes of aggrandisement which could only be carried out under its protection. Now that the time is come for its renewal the two Governments find themselves in a difficulty. Some of the British Dominions are strongly against the renewal, while in other directions a renewal would not be regarded with satisfaction. Yet the abrogation of the treaty would be regarded as somehow placing Britain and Japan in opposite camps, antagonistic to each other, since the weight of precedent points to the abrogation of a treaty as a sign of enmity. The alliance, which was made light of during the war, has again come into favour in Japan, and unless a very good excuse can be found for Japan to remain isolated, it will inevitably result in loss of influence and cause Japan to seek support elsewhere, though at present there seems no country with which she could profitably ally herself. Japan's natural ally is, of course, China, but Japan has made such inroads on China's sovereignty that she would find it difficult to persuade China to other than *ad fides*. It would not be a bad thing for Japan to remain isolated; it would restrain the ardour of her military leaders and bring about a concentration of energy upon domestic affairs which is badly needed. Taken altogether the problems which confront Japan, mainly due to the ambitions of her military junkers, are no light ones.

In preparation for the Mission of Healing, a meeting of members of the Helena May Institute will be held tomorrow (Friday) at 3.45 p.m. at the Institute.—Adv.

Miners of the Kwan Ying Sham gold mine of Kirin have discovered a small gem of unusual brilliancy and weight which when examined by geologists was found to be a diamond.

An extraordinary general meeting of members of the Hongkong Cricket Club is called for Thursday next when a proposal will be made to wind up the Club and to register a new Company.

Yesterday's health return reported five cases of small-pox (four fatal) and one non-fatal case, each, of paratyphoid fever, cerebro-spinal fever and enteric. The last-named was British; the others Chinese.

The total volume of trade for the port of Dairen (Dalny) in 1920 was Hk. Tls. 14,000,000. In 1920 the aggregate value of Dairen's trade was Hk. Tls. 198,000,000. There is every indication that future developments will continue on an ascending scale.

The Governor of Shansi, General Yen Hsi-shan, who for several years has been encouraging tree planting throughout his province, is now sending representatives abroad to study forestry. There are within this province 5,540,000 mu which, though unsuitable for agriculture, will probably grow fine timber.

A commercial school for girls, a savings bank for women and girls, a department store staffed entirely by women, under the management of a Chinese lady who studied fine arts in Paris, are among some of the arrangements being made in the metropolis for the enlargement of the Chinese woman's activity.

Bob Alton, the popular advance agent for Harmsworth's Circus, died recently in Soerabaya Hospital from cancer of the throat. Alton, a Singapore contemporary, was, as a cheerful, good-hearted kindly man, who made friends wherever he went by his unassuming manner and genuine disposition, and his death will be a cause of real regret to many.

Mr. R. Lennox Simpson, better known throughout the Far East as Putnam Weale, adviser to the Chinese Government, is leaving Peking for America. It is understood that Mr. Simpson has a mission to approach the American, British and French Governments and also the Council of the League of Nations with proposals regarding the abolition of foreign extra-territorial privileges in China. He is also to advise the Chinese delegation at Geneva on matters relating to the Shantung issue.

Two motor-car accidents were reported yesterday. In Garden Road, two chair-bearers were knocked down by an unidentified motor-car on Tuesday. They sustained injuries which necessitated their removal to the Government Hospital. At Caine Road near Peel Street, on Tuesday afternoon, a Chinese girl, 17 years of age, was knocked down and seriously injured by a motor-car. She was removed to the Government Civil Hospital. Inquiry yesterday elicited that the patient is making satisfactory progress.

A Central Union railway station is to be built in Peking at a total cost of \$3,000,000. The project, which is under the direction of the Engineer-in-chief of the Peking-Hankow Railway, will be built on a site east of the Temple of Heaven. At present there are two main-line terminals in Peking, the Peking-Mukden and Peking-Tientsin-Pukow stations on the east of Chien Men, and the Peking-Hankow and Peking-Suiyuan station on the western side. When this station is built there will be through connection between Hankow and all Chinese railway stations in the North.

The Commission which has been formed to inquire into the Industrial Employment of Children in this Colony invites those who are interested in this subject to offer themselves as witnesses, or to submit in writing practical suggestions for the amelioration of the existing conditions. The object is to ascertain the facts and elicit proposals that will be helpful in contradiction to vague expressions of opinion. As Europeans are not employers of child labour it is probable that they will not be able to add much to the views recently expressed publicly by Mr. F. B. L. Bowley and endorsed by the meeting convened by the C.E.M.S., but the Chinese should be in a position to tender much valuable information and guidance.

## HONGKONG LEGISLATIVE COUNCIL.

## MR. A. G. STEPHEN APPOINTED AN UNOFFICIAL MEMBER.

Subject to the approval of His Majesty the King, His Excellency the Governor has appointed Mr. A. G. Stephen (Chief Manager of the Hongkong and Shanghai Banking Corporation) to be an Unofficial Member of the Legislative Council in the place of Mr. John Johnstone, who has resigned.

## THE CONSTITUTIONAL REFORM QUESTION.

A meeting of the Hongkong Legislative Council is called for to-day at 12 noon. Besides the usual financial business, the agenda mentions that the Report of the Committee on Bathing Facilities will be presented and a resolution under the Rating Ordinance will be submitted. The Hon. Mr. Pollock has given notice of his intention to ask the following question: "Did the Secretary of State give any, and if so what, reason in his dispatch on Constitutional Reform for not being convinced that any change is desirable?"



# COAL STRIKE CRISIS: TRANSPORT WORKERS DECIDE ON SUPPORTING MINERS:

PREMIER ASKS FOR RESUMPTION OF NEGOTIATIONS.

## BRITAIN'S MESOPOTAMIA OILFIELD CLAIMS: LORD CURZON'S REPLY TO UNITED STATES' OBJECTIONS

### RE-OPENING OF SIBERIAN MAIL ROUTE.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

#### MINERS' STRIKE CRISIS. MR. LLOYD GEORGE DESIRES RESUMPTION OF NEGOTIATIONS.

LONDON, April 6th.

It is officially announced that Mr. Lloyd George has written to the President of the Mining Association and the Secretary of the Miners' Federation asking them to resume negotiations.

#### MINERS FEDERATION TO MEET OWNERS.

LONDON, April 6th.

The Miners' Federation has decided to meet the representatives of the Government and the mine-owners.

THE DIE IS CAST BY TRANSPORT WORKERS.

LONDON, April 6th.

The transport workers conference, today, decided to support the miners, and immediately to negotiate with the railwaymen and miners with a view to Triple Alliance action.

PITCHED BATTLE BETWEEN  
POLICE AND STRIKERS.

LONDON, April 6th.

The under-manager refused to cease working the pumps at Cowdenbeath, near Dunfermline. He was captured and severely mauled by a mob of strikers. He was eventually rescued by a large force of police. Conflicts between the police and the strikers developed, at midnight, into a pitched battle. There were many casualties among the strikers. The street lighting was dislocated, and the town was in darkness.

It is announced that Army leave in the United Kingdom has been stopped. The miners' hope of getting unemployment dole has been dashed to earth by the courts of referees in Coalville, Pontypool and Wigan dismissing their claims, which were regarded as test cases, in the appeal on behalf of miners.

It is noticed that all racing this week has been abandoned.

EARLIER CABLES.

#### UGLY SITUATION IN SCOTLAND.

LONDON, April 6th.

While no further incidents in England or Wales have been reported, an ugly situation is developing in Scotland. Fipens headed bands of miners at Leven and Benhar, near Shotts, who demanded that the furnaces be immediately extinguished. A police guard at Benhar was overpowered in a fight in which four police men and several loyal employees were injured. The miners afterwards burned five haggis, smashed machinery and left twenty-five ponies to drown underground.

A mysterious explosion occurred at Shetland Colliery, near Glasgow, after the manager and an overman had descended to examine the machinery. The manager was killed and the overman severely injured.

Reinforcements of police have been sent to the pits in Lanarkshire and the Lothians in response to urgent requests for help.

The electric power station at Lochgelly, Fifeshire, has been cut off and the water supply in a number of Fifeshire villages has failed owing to the stoppage of pumps in the mines.

All volunteers have been compelled to withdraw from the East Fifeshire collieries, whilst intimidation of pumpmen threatens the Glasgow, Cambrian and naval collieries in Wales with disaster.

TRANSPORT WORKERS IN  
CONFERENCE.

LONDON, April 6th.

Half a million members of thirty-five Unions were represented at a Delegate Conference of the Transport Workers' Federation at Westminster to-day, presided over by Mr. Gosling, to consider action in the coal crisis.

The delegates on assembling were handed a "rank and file" manifesto from the miners declaring, *inter alia*: "You are faced to-day with the greatest crisis in the history of the British working classes. A million miners have been locked out by the mine-owners, aided and abetted by the Government. It will be your turn next. Every sailor, fireman, steward and cook is faced with a reduction of ninety shillings monthly. Not even Lord Shaw's dockers' award is sacred. We miners look for definite and decisive action now, for sooner or later you will be compelled to act in self-defence. Why not join your comrades of the mines and meet the frontal attack of capitalists by mass action of the workers? The lock-out of the miners is the first battle. Your place is in the firing line."

#### OPPOSITION TO DRASTIC ACTION.

LATER.

The prospects of seeking unanimity at to-morrow's resumed Conference of transport workers are believed to be remote.

It was learned to-night that the opposition to drastic action is becoming stronger. Kensington Gardens have been closed to the public. During the railway strike, part of Hyde Park and adjacent Kensington Gardens were used as a great milk-distributing depot, and apparently preparations are being made to establish a similar depot.

MR. HAVELOCK WILSON CAUSES  
SENSATION.

LONDON, April 6th.

The country is eagerly awaiting to-night's debate in the House of Commons, in the hope that suggestions with a view to peace will emerge therefrom. There is growing opinion in support of the proposal that an extended period of State control of the mines will prove a way out. Lord Derby, addressing the Liverpool Chamber of Commerce to-day, urged that State control be continued for another month.

There is no development of the reported opening of informal peace negotiations between the Government and the miners' leaders. The attitude of the latter and the Triple Alliance is criticised not merely by Mr. Bromley but by Mr. Havelock Wilson, who caused a sensation at the Transport Workers Conference, which was private, by a speech denouncing the miners' demand for a subsidy and declaring that the seamen were not making any fuss about the reductions with which they were threatened and had not asked the Triple Alliance for help. The speech was received with expressions of disapproval from many delegates, but it made a considerable impression. The representatives of the seafarers at the Conference notably opposed strike action.

DEBATE IN HOUSE OF COMMONS.

LONDON, April 6th.

The coal debate in the House of Commons was opened by Mr. Chamberlain moving a humble address to His Majesty thanking him for his gracious message that he declared the existence of a state of emergency.

Commander Kenworthy and a few Labourites wanted to challenge a division on this point, but the motion was passed without debate and without a division.

Sir Robert Horne, speaking on the motion as regards emergency powers, emphasised the seriousness of the coal stoppage, which had extinguished that first flicker of reviving trade. Nobody could say when the flicker would be re-lighted.

There were shouts of dissent from the Labourites, and counter-cries from the Ministerialists, when Sir Robert Horne continued asserting that the last coal strike robbed us of many markets and dwelt on the American coal invasion of Europe, which the present crisis threatened to aggravate.

LABOUR INTERRUPTIONS.

Sir Robert Horne fervently hoped that the discussion would be calm and thus create a spirit conducive to a settlement. The fact was that the slump in coal prices reflected the anticipations of six months ago, and the situation must be met. Dealing with Labour interruptions to the effect that it was a lock-out and not a strike, Sir Robert Horne pointed out that notices posted in the South Yorkshire and other pits showed an increase, not a decrease, in wages. (Ministerial cheers.) Sir Robert Horne asked if the Labourites contended that the South Yorkshire miners were locked out. (Labour cries of "Yes" and Ministerial laughter.) Sir Robert said he was content to leave the matter there. He did not propose to discuss the fairness of the rates in particular districts, because the Miners' Federation refused to discuss rates with the owners.

Sir Robert Horne said he met the miners' representatives last week, and offered to help them as regards reconsideration of rates by the owners. He was immediately told that it was useless for him to see the owners, because the situation could only be solved by the Government granting a subsidy. Therefore the House would understand that the present controversy was not about rates, but whether the country should assist the coal trade with a subsidy which might run into tens of millions in a single year. Such a subsidy was only payable by taxes, and the greatest taxpayers were the great industries, which were already suffering the direct tribulation. Were they going to tax these industries in order to subsidise an industry which had better chances? (Labourite interruptions and Ministerial counter-cries.)

Continuing, Sir Robert Horne declared that the only possible basis of discussion now was on the wages systems of each district. This remark was not by some Labourite cries of "Never" and "Over our dead bodies." Sir Robert said he hoped before many days to see a change in the Labourite attitude on this point. He considered the suggestion to extend

Government control for a month impracticable and repudiated the suggestion that this was a first attack on wages, again quoting the case of South Yorkshire. He concluded by dwelling on the country's difficult industrial position, saying every trade was suffering alike. He urged the miners to bear the difficulties like others and await more prosperous times. He hoped the miners, profiting by the opportunities of reflection since the stoppage, were now ready to negotiate than they were last week.

DATE OF DE-CONTROL.

Mr. Clynes inquired why the date of control of coal was suddenly brought forward to March 31st, when it was on the statute book that control would continue to August 31st. Negotiations were progressing, when suddenly something occurred, breaking them down. The miners did not reject the possibility of a diminution of wages, but would have to be on a uniform percentage. New plans for the rescue of mining must be devised. The owners' proposals, apparently supported by the Government, would throw back the industry to pre-war conditions. (Labour cries of "Worse.") He urged that control be continued for three months and reminded the Premier that it was he who first began to tell the workmen that they would be audacious if they united so as to be able to hold what they won by the war.

Mr. Stanley Holmes urged the formation of a committee of three business men and three non-mining Labour leaders with a view to finding means to reopen the negotiations.

MR. ASQUITH'S SUGGESTION.

Mr. Asquith said he was convinced that the miners had not embarked on this struggle for motives of mere passion, yet he almost completely agreed with Sir Robert Horne's remarks with regard to the cessation of control, and the financial and industrial impossibility of calling on the taxpayer to maintain solvent any particular industry by a subsidy. The root of the trouble lay in distinguishing between regulating wages on a national or district basis. He urged that a further exploration of these principles might prove that the differences were not unbridgeable, with the evolution of a scheme involving a gradual reduction of wages. Meanwhile preliminary to such discussion, the life of the mines must be preserved.

ATTITUDE OF ORGANISED LABOUR.

Mr. J. H. Thomas said the miners were being offered a wage equivalent to pre-war wages weekly. Every decent employer should accept such a wage. He deplored the risk of a fight to the finish, and said that at the moment the odds were heavily favoured the dispute. The wages offered the miners justified them in saying "We prefer to starve to death than to work to death," and that view would be backed by organised labour. Mr. Thomas added: "We will support the workman in refusing a starvation wage."

In course of the debate, the miners' leader undertook to have all the pit ponies still down immediately brought up.

PREMIER'S REPLY.

Mr. Lloyd George declared that there had been a demand for the decontrol of all industries and that the subsidising of any great industry was completely indefensible. Such a subsidy was specially indefensible having regard to the heavy taxation and the condition of the exchequer, and the continuation of control to August 31st would have meant a national loss of a hundred millions, a burden which no Government would be justified in placing upon the overburdened taxpayer in order to pay wages or pay mining profits. There was no reason to suppose that a month's extension of control would have avoided a stoppage. The Government was ready to enter into fresh discussions with a view to a settlement, on two conditions—firstly, it could not recommend to Parliament the maintenance of an industry out of general taxation, secondly, it was impossible to resume control. Outside these two limitations there was a very wide field for discussion. The Government would be willing to do anything possible to promote a good understanding between the owners and the miners, but if there were such negotiations the Miners' Federation and the miners should give every facility for assistance to prevent the pits being destroyed during the discussion, and also to save any dumb animals remaining below. He hoped the miners' leaders and the owners would meet immediately to consider a permanent settlement and to prevent a repetition of disputes so damaging and such a menace to the industry of the whole country.

The debate was adjourned until to-morrow.

IN THE HOUSE OF LORDS.

Lord Curzon, introducing a similar resolution in the House of Lords, said he troubled to anticipate what would be the verdict of the Triple Alliance. A desperate spirit was already manifesting itself in some parts of the country. He had just learned from Scotland that the damage in some of the pits would be appalling. Unless the damage was arrested within twenty-four hours, they might be confronted by the end of the week with a crisis as grave as any during the war. He pictured the development of national convulsion, disorder, violence and acute class warfare. No Government could yield to such a menace. The foodstuffs of the country were ample. Ships were being taken to provide the necessary forces to maintain order, for the defence of public buildings and for the protection of the police and the brave men who were endeavouring to save the mines, but the Government would take every opportunity towards conciliation.

VIEW OF MINERS' LEADERS.

The miners' leaders are disappointed at the Premier's speech. Mr. Bartholomew declaring: "Mr. Lloyd George has shut the door on everything. I do not know what is going to happen, but there will be no meeting between the owners and Miners' Federation on the lines suggested by Mr. Lloyd George."

LATEST CABLES.

#### MESOPOTAMIAN OIL. LORD CURZON'S REPLY TO UNITED STATES.

LONDON, April 6th.

Lord Curzon's reply to the United States Note regarding the Mesopotamian oilfields is published as a White Paper. It maintains the validity of the rights acquired by the British Government, because before the war the Turkish Government granted the lease of the oilfields in the Mosul and Baghdad Vilayets to the Turkish Petroleum Company, the capital of which was British and German.

The German interests were liquidated in war time, and have been now allotted to the French Government in return for facilities by which oil will be enabled to reach the Mediterranean.

The reply states that there is no intention, through the Anglo-French agreement, of discriminating against American and other nationals, and contends that the British group should not be deprived of the fruits of its enterprise owing to the war, without which they would long since have been working the oilfields.

Lord Curzon's reply emphasises the fact that the Anglo-French agreement is as valid as the Standard Oil Company's concessions in Palestine. It had adapted the pre-war arrangements to the existing conditions. The British Government has not acted in any selfish, monopolistic spirit, but has consulted the best interests of the future Arab State, who will not be precluded from enjoying the full benefit of ownership by prescribing conditions on which the oil-fields should be developed.

Lord Curzon concludes that in view of the fact that the American oil produces 70 per cent. of the world's oil and an additional 12 per cent. is controlled by American interests in adjoining territories, it is not easy to justify the United States Government's contention that American control should be extended to mandated territories at the expense of the subjects of another State, who obtained valid concessions, while developing the oil industry in the Philippines is confined to Americans, and the United States has cancelled all oil concessions to British subjects in Hayti and Costa Rica.

#### P. & O. DIVIDEND. ON DEFERRED STOCK.

LONDON, April 6th.

The Peninsular and Oriental Steam Navigation Company has declared an interim dividend at the rate of 12 per cent. on annum on Deferred Stock, tax free, for the six months ended March 31st, last.

TO EXPLOIT SPITZBERGEN  
COAL MINES.

LONDON, April 6th.

A Rotterdam message states that a Dutch Spitzbergen Company, capitalised at seven million guilders, has been formed to exploit the coalfields and other minerals in Spitzbergen.

JUTE MILLS STRIKE.  
TEN THOUSAND COME OUT.

Calcutta, April 6th.

Ten thousand men have come out on strike in the jute mills in the Howrah district.

CHESS CHAMPIONSHIP.  
RESULT OF EIGHTH MATCH.

HAVANA, April 6th.

The eighth chess match between Capablanca and Lasker resulted in a draw, after 30 moves.

WAR IN ASIA MINOR.  
GREEKS SUFFER SEVERE  
SET-BACK.

LONDON, April 6th.

Independent and authoritative information received in London from Anatolia indicates that while the Turkish figures of Greek losses are exaggerated, the Greeks have suffered a severe set-back, compelling them to retire to the original line, but the Turks apparently are not following them up.

It is believed that the Greeks have a sufficient force to hold the Turks, if the latter follow up, and the Allied forces in the Straits are not regarded as having been imperilled.

GREEKS CLAIM SUCCESSES.

LONDON, April 6th.

A Greek communiqué received to-day states: "The battle of Eskishehr has ended. We have withdrawn to the point from which we started the attack. The Turks have not attempted to obstruct our withdrawal, owing to heavy losses. We captured Bourgas, 45 kilometres south of Usak, routing three hundred Turks, and the railway station at Tchivri, routing two thousand. South of Anaukashisar we forced the 41st Division, coming from Cilicia, to retreat."

HOOTING A HAPSBURG.

VIENNA, April 6th.

Karl is returning to Switzerland and arrived at the Austrian frontier station Fehring, yesterday, at noon. He was cheered en route by Hungarians, and hooted by Austrians, railwaymen. The latter attitude became worse as the journey proceeded, till the train had to be stopped at Frohndorf, Styria, owing to threats on the part of workers in the next town, Bruck.

KARL'S DEPARTURE.

BUDAPEST, April 6th.

The Premier announced in Parliament that the ex-Empress Karl left Stienamanger to-day.

EARLIER CABLES.

#### AMERICA AND VERSAILLES TREATY.

WASHINGTON, April 5th.

President Harding, interviewed, stated that he was convinced that there was no practical way in which the Government could consider ratification of the Treaty of Versailles, but there was no need for precipitate action on the Knox resolution. There was no reason for reversing the position he adopted when he voted for the resolution.

AMERICA'S GRIEVANCE.

PARIS, April 5th.

According to the *Echo de Paris*, the United States has forwarded a Note to Great Britain, France and Italy declining to be bound by the Treaty of Versailles, and complaining that the Allies have shared out the ex-German Colonies, including the island of Yap, without consulting America.

French opinion regards the Note as seeking to establish the serious principle that America is not bound by anything concluded in Europe since the Armistice.

UNITED STATES POLICY.  
DECLARATION OF EMERGENCY  
CO-OPERATION.

NEW YORK, April 5th.

The *Times*, referring to the Government's policy, says that, whilst there can be no specific pledge of military or political alliance with Europe, a declaration will probably be made in the Knox peace resolution that if the peace of Europe is again threatened by any Power or combination of Powers the United States will regard such a situation as menacing her own peace and freedom, and will consult other Powers with regard to the means of removing the menace.

DAVIS CUP.  
DATES OF CONTESTS.

NEW YORK, April 5th.

The Lawn Tennis Association has advised the challenging nations for the Davis Cup that the first round must be completed by July 26th, if played in the United States—by July 26th if played elsewhere. The second round must be completed, wherever played, by August 6th; the third round by August 13th; and the fourth round by August 20th.

The challenge round begins at Forest Hills, New York, on September 2nd.

FRENCH FOREIGN POLICY.  
BAD FAITH OF GERMANY.

PARIS, April 5th.

In the Senate, in the course of a speech on foreign policy, M. Briand attributed France's anxious financial situation to the bad faith of Germany, who had endeavoured to aggravate the temporary differences which arose between the Allies, but unexpectedly encountered a solid front. He was of opinion that Germany would soon divulge sources of revenue at present concealed, when she realised that the Allies were determined to enforce the Treaty. He declared that France considered it prudent not to follow Great Britain's lead in signing a trade agreement with the Soviets.

GOVERNMENT'S IRISH POLICY  
CHURCHES URGE ALTERATION.

LONDON, April 5th.

A powerful appeal, signed by nine English and Scottish Bishops and eleven Presidents and Moderators of the English and Scottish Nonconformist denominations, has been addressed to the Premier and Sir Hamar Greenwood, and circulated amongst the Christian Churches, urging the Government to alter its Irish policy, which is exposing us to misunderstanding and provoking hostile criticism throughout the Empire and the world. The appeal pleads that the Government should arrange a truce and resolutely pursue a magnanimous course.

GOLF LINK MYSTERY.  
IDENTIFICATION OF VICTIM.

LONDON, April 5th.

The victim in the Ashford (Middlesex) golf links tragedy, as cabled yesterday, has been identified as Vincent Fovargue, who disappeared four months ago from Dublin, where he was wanted by the Crown Forces as a Sinn Féiner. The police investigation in London shows that Fovargue's body was taken in a motor-car to the links.

TENNIS PLAYER'S WIFE IN  
TROUBLE.

NICE, April 6th.

Mrs. Gordon Lowe, wife of the tennis player, was sentenced to-day by the Correctional Tribunal to a year's imprisonment and a fine of Fr. 500 on a charge of stealing valuables from the clothing of players at Cannes tennis court. She, however, was granted the benefit of the First Offenders' Act, so far as imprisonment is concerned, the execution of this portion of the sentence being thus suspended indefinitely.

THE BYDMAN OPERA CO.

The Bandman Opera Company was again favoured last night with a practically full house when they staged "Tails Up," and fully sustained the reputation the Company have won in their previous revues. "Tails Up" afforded a capital two hours amusement. To-day "Irene" is the piece.

#### FAR EASTERN CABLE NEWS.

##### MAILS THROUGH RUSSIA FOR FAR EAST.

LONDON G.P.O. ANNOUNCEMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, April 6th.

The London General Post Office announces that it is now ready to accept mails for Russia in Europe, Russia in Asia, and Vladivostok, via Moscow.

THE MULTIPLICATION OF  
CHAMBERS OF COMMERCE.

"HAPPY CO-OPERATION  
SHATTERED."

We extract the following from the *Japan Chronicle*:—Our Shanghai correspondent has recently called attention to the multiplication of Chambers of Commerce at that port. Prior to the war one foreign Chamber of Commerce was deemed adequate for the requirements of Shanghai's cosmopolitan community. Merchants of all nationality met together and consulted on the various questions affecting trade and commerce, information on markets was shared, and it seemed to be realised that the interests of foreign merchants were in the main identical. The war shattered this happy co-operation. The Germans dropped out or were excluded, as was natural in the circumstances, seeing that the majority of the members were British. Not satisfied with that, however, it was determined to set up a special British Chamber of Commerce, and this was soon carried into effect. As a result an American Chamber of Commerce was set up, and a French Chamber, and so on. It seemed as if the representatives of the Allies, having united in war, were determined to show that such an alliance did not extend to trade, where cut-throat methods were to be enforced. This segregation of the British community in matters of trade had the approval of the British Foreign Office, which presented the curious appearance of conducting a war in common with a number of other nations while encouraging disunity in commercial affairs. An attempt was made to carry the same policy into effect in Japan, but British merchants in this country declined to break up the organisation that had worked so well in the past, though of course the German members necessarily dropped out. British merchants in Japan believed they knew their own business better than the British Foreign Office. In China, however, the policy of disuniting foreign merchants has been persisted in, even to the extent that in the smaller ports four or five British merchants have solemnly gathered together and formed a British Chamber of Commerce. It seems a very unwise policy, and must play into the hands of the Chinese, who naturally set one group of foreign merchants against another and reap advantages thereby. They would be acting against all the recognised canons of trade if they did not. The whole thing is so foolish that it is surprising to find that it has survived the insanities of the war. But reason once thrust out finds it difficult to return.

JAPANESE ACTIVITIES IN  
SZECHUAN.

Chinese official reports from Chungking and Chengtu indicate great activities among Japanese residents and merchants in Szechuan province. The reports say that on March 10th the majority of the Japanese residents and merchants in Chungking, Wanching, Chengtu and other cities gathered together in the hall of the Japanese Chamber of Commerce at Chungking for the discussion of measures for the promotion of Japanese interests in Szechuan. The Chamber, in the name of the Japanese in Szechuan, telegraphed to the Japanese Government and the Japanese Legation in Peking urging the necessity of co-operation between the Government and the merchants for the establishment of a steamship service between Ichang and Chungking, and beyond, if possible. The petition anticipates great advance in Japanese commerce in western China if sufficient shipping facilities are furnished by the Tokyo Government. They urged their Government not to allow any opportunity to pass out of the hands of Japan while the Government and peoples of Great Britain, the United States of America, and France are doing their utmost to co-operate with the Chinese for the development of the vast natural resources of Szechuan, which is probably the richest and most thickly populated province in the Chinese republic. Japanese traders in Szechuan believe that Japan's textile and other trades will find excellent market there in spite of the strong competition of Japan's commercial rivals from Europe and America, if only the grand Yangtze River is properly opened by Japanese steamers.

The Shanghai mint will be under the control and direction of the Ministry of Finance and the Currency Bureau, and the staff including a foreign assayer, will be appointed by these Boards. The appointments, which will be in the nature of permanent positions, will be in recognition of special qualifications. The reports of the assayer are also to be published from time to time. Bullion specie and the Taol standard will be ultimately abolished, and although the Mint will have a producing capacity of \$1,000,000 a day, at first it will only coin \$125,000,000 a month. A Currency Reform Commission is being formed. Representatives of the Ministry of Finance and the Currency Bureau, the Chinese Banking Group and foreign bankers, the Maritime Customs and Chamber of Commerce will be members.



Draw the cork and  
Haig & Haig Five  
Stars Scotch Whisky  
will sing its  
own praises



The quantity is  
limited; the quality  
is rare. You cannot  
get Haig & Haig  
Whisky everywhere

THE fine palate that will only tolerate  
the very best in whisky finds absolute  
satisfaction in Haig & Haig Five  
Stars Scotch Whisky—the only whisky  
that is good enough for the best  
people.

Thousands of men in the best clubs  
and homes are daily choosing Haig &  
Haig—the test of refinement of palate.

Place your orders in advance, and  
make as sure as you can of getting  
supplies.

**Haig & Haig Five Stars  
Scotch Whisky**  
(DISTRIBUTING AGENT)  
**DONNELLY & WHYTE,**  
HONGKONG.



## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"DUNERA"  
Arrived Hongkong, on April 5th, 1921.  
From BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods  
are being landed and placed at risk in the  
Godowns and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
Consignee will be sorted out. Mark by Mark  
and delivery can be obtained as the Goods are  
landed.

This vessel brings on Cargo:—  
From MARSEILLES, ex S.S. "CHINA"  
From Persian Gulf ex B.I. S. N. and B. & P.  
S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions have been given to the contrary  
six hours before arrival of the Steamer.  
Goods not cleared within 8 days, including  
date of arrival, will be subject to rent.  
No Fire Insurance will be effected by us in  
any case whatever.

Damaged packages must be left in the  
Godowns for examination by the Consignees, and  
the Company's Surveyors, Messrs. GODDARD &  
DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days  
of the Steamer's arrival here, after which date  
they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godown.

MAACKINNON, MACKENZIE & CO.  
Agents.  
Hongkong, April 5th, 1921. [754]

S.S. "YANU-TSE"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from LONDON,  
ANTWERP, HAYRE & LA PALLOUE  
in connection with above Steamer are  
hereby informed that their goods, with the  
exception of Opium, Treasure and Valua-  
bles are being landed and stored at their  
risks into the Godowns of the Hongkong  
Kowloon Wharf and Godown Co., Ltd., at  
Kowloon, whence delivery may be obtained  
immediately after landing.


Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon To-day requesting it to be  
landed here.

Bills of Lading will be countersigned by  
the Undersigned. Goods remaining undelivered  
after the 10th Apr., at Noon, will be subject  
to rent and landing charges.

All claims must be sent in to us on or  
before the 13th Apr., or they will not be  
recognized.

All damaged packages will be examined by  
Messrs. GODDARD & DOUGLAS on SATURDAY  
the 9th Apr., at 10 A.M.  
No Fire Insurance has been effected.

R. RODENFURER,  
Agent.  
Hongkong, April 4th, 1921. [748]



**Asahi Beer**  
SPECIALLY BREWED FOR EXPORT  
**DAI NIPPON BREWERY COMPANY,**  
LIMITED.  
TOKYO, JAPAN.  
SOLE AGENTS:  
**MITSCI BUSSAN KAISHA, LTD.**  
HONGKONG.

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"PYRRHUS"  
are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon,  
where it will be at Consignees' risk. The  
Cargo will be ready for delivery from Go-  
down on and after 2nd April.

Optional cargo will be landed, unless  
notice has been given prior to steamer's  
arrival.

All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and Noon  
within the free storage period.

No claims will be admitted after the Goods  
have left the steamer's Godown, and all  
Goods remaining undelivered after the 8th  
April will be subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before April  
22nd, or they will not be recognized.

No Fire Insurance will be effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, April 2nd, 1921. [744]

## NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"ANTIOCHUS"  
are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon, where it  
will be at Consignees' risk. The Cargo will be  
ready for delivery from Godown on and after  
April 2nd.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and Noon  
within the free storage period.

No claims will be admitted after the Goods  
have left the steamer's Godown, and all  
Goods remaining undelivered after April 8th, will be  
subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before April  
22nd, or they will not be recognized.

No Fire Insurance will be effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, April 2nd, 1921. [747]

UNCLE SAM SITS UP!  
WHAT THAT WORD "WAR" DID  
OVER THERE.

(By J. W. T. MASON.)

New York, February 15th.

The word war is sometimes a maker  
of peace. An exaggeration may be per-  
mitted to overcome an abnormal situa-  
tion.

However the warning came to be issued  
that America and Great Britain were  
treading the path to war, it has been  
fully justified by results. Of course,  
nobody in a responsible position in the  
United States believes in the possibility  
of war between the English-speaking na-  
tions. Nevertheless, America and Great  
Britain are relatives. And among rela-  
tives plain speaking is an inherent right.  
So it can be said that, whether or not  
Sir Auckland Geddes wishes to claim  
credit for the phrase about treading the  
path to war, nothing else that has been  
said during his Ambassadorship at Wash-  
ington has had so valuable an effect. The  
United States has always taken privileges  
with Great Britain, and there are not  
a few John Bulls who take privileges  
with the United States—here and there,  
even as a livelihood. The international  
relations between the two countries are  
entirely different from the relation be-  
tween any other nations in the world.

## FAMILY DISCOURSE.

In the intimacy of family discourse a  
simple infliction of the voice may pro-  
duce violent rage, where outside the  
family circle the same intonation will  
cause only amusement.

Before the war, when the United  
States occupied an isolated position, it  
mattered nothing which way the lion's  
tail was twisted by Americans. It  
mattered no more than what a Democrat  
said to a Republican during the heat of  
a political campaign. But since the war  
there is a difference. However, Ameri-  
cans may regard the fact, personally, the  
United States no longer is isolated.  
America's world position has become so  
important that people abroad for the first  
time are studying the utterances of  
American statesmen and publicists with  
grave attention.

But Americans have remained uncon-  
scious of the difference. Their naive  
attitude towards Europe has permitted  
them to say hard things since the war  
with bland innocence concerning the  
logical effect of their defiant vocatives.  
That is to say, Americans have not  
adapted themselves to the change in  
foreign relations since 1914.

## INCREDULITY.

So, when the cables carried from Lon-  
don the statement that America and  
Great Britain were treading the path to  
war, the immediate reaction was a rather  
dazed incredulity. Then followed at  
first anger, and, afterward a mental  
state of dismay. Americans began to re-  
call some of the extraordinarily frank  
statements, made without thought of  
international responsibility, which from  
time to time have come from various  
domestic centres of political exaggeration.

The average American is a very frank  
person in his moods of self-analysis. The  
vision of war set before him at work in  
all parts of the country. And it can be  
truthfully said that now for the first  
time, the average American has begun  
to realise the dangerous possibilities of  
misunderstanding which exist in the pas-  
time of discussing delicate international  
relations with the squabbling heat of  
ward politics. The necessity for speak-  
ing more courteously in international  
affairs has been mentioned to me by many  
persons in the past few days. So, tread-  
ing the path to war leads to ways of  
peace.

After all, even relatives have feelings  
which can be hurt. Especially when out-  
siders take to watching.—Daily Express.

## GERMAN OFFICER-INNOCENTS

Two hundred Thüringian officers who  
were in Belgium in 1914 won a case heard  
in Jena, on February 9th, against the  
publisher, Eugen Diederichs.

An article in *Die Zeit*, of March, 1920,  
had declared that, according to obser-  
vations made by a European diplomat,  
every German officer almost without  
exception had been guilty of theft during  
the invasion of Belgium. The December  
number of the journal had recanted to  
some extent, but the officers declared  
that the apology was not adequate, and  
that its effect was also destroyed by the  
words, "Tant de bruit pour une omelette"  
being added.

The defence urged that the article in  
question had been written by Diederichs  
as an historian who judged the time from  
a lofty standpoint, and who had only  
wished to illustrate the tendencies which  
had been apparent even before the war,  
and that the article must be judged in  
relation to its predecessors.

The Court condemned the defendant to  
a fine of 500 marks, and empowered the  
plaintiffs to have the verdict published in  
*Die Zeit* within six months at the expense  
of the defendant.

## BLUFF.

The *Morning Post* has the following:—  
Scene—the hall of a famous club. Enter  
the General, to whom is handed an  
envelope, unsealed. Lifting the flap, he  
finds within a tailor's bill—a colossal bill  
—but not for himself; looking against  
the envelope, he finds it is addressed to  
a fellow member of the club, whose name  
is easily mistaken for his own. He re-  
turns the bill to the envelope, hands it  
back to the hall porter, and goes to the  
smoke-room. Enter the actor, who, hav-  
ing been presented with his bill, also goes  
to the smoke-room. There, leaning  
deftly against the mantelpiece, with  
long, nervous fingers he opens the  
envelope and casts an eye over the docu-  
ment within. Up go his eyebrows: up go  
his shoulders in an expressive shrug—  
actions noticed by every man seated round  
the fire. Crushing the letter in his fine  
hand, he drops it delicately into the  
furnace, and turns away, muttering  
softly, "Poor little woman."

NESTLE'S  
MALTED MILK  
THE FOOD-DRINK

SOLD BY

LANE CRAWFORD,  
FRENCH STORE,  
QUEEN'S DISPENSARY,  
THE PHARMACY,  
WATSON'S.

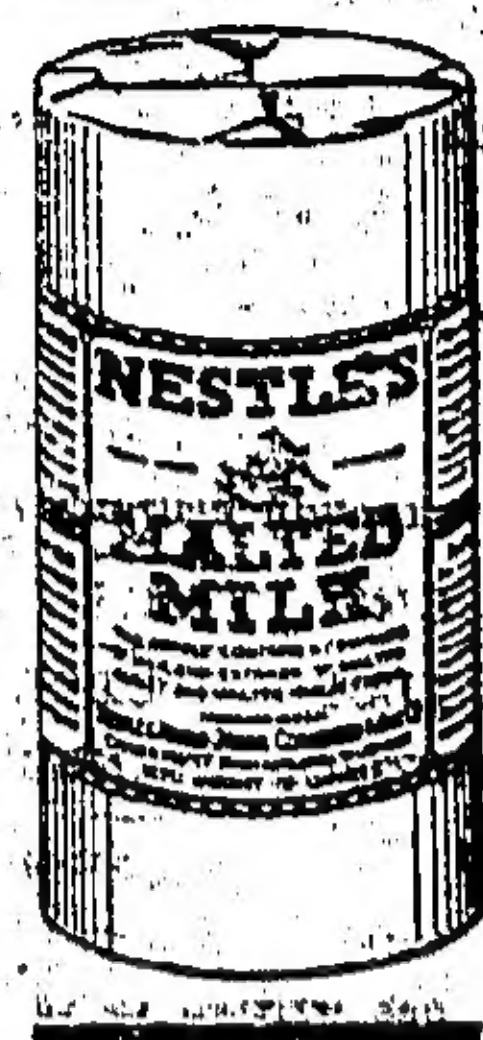
CHEN KWONG,  
CHEN YUEN,  
KWAN TAI,  
LAI TAK CHEONG,

SANG TAI,  
SINGEE'S  
SUN CO.,  
WING ON,  
AND OTHER STORES.

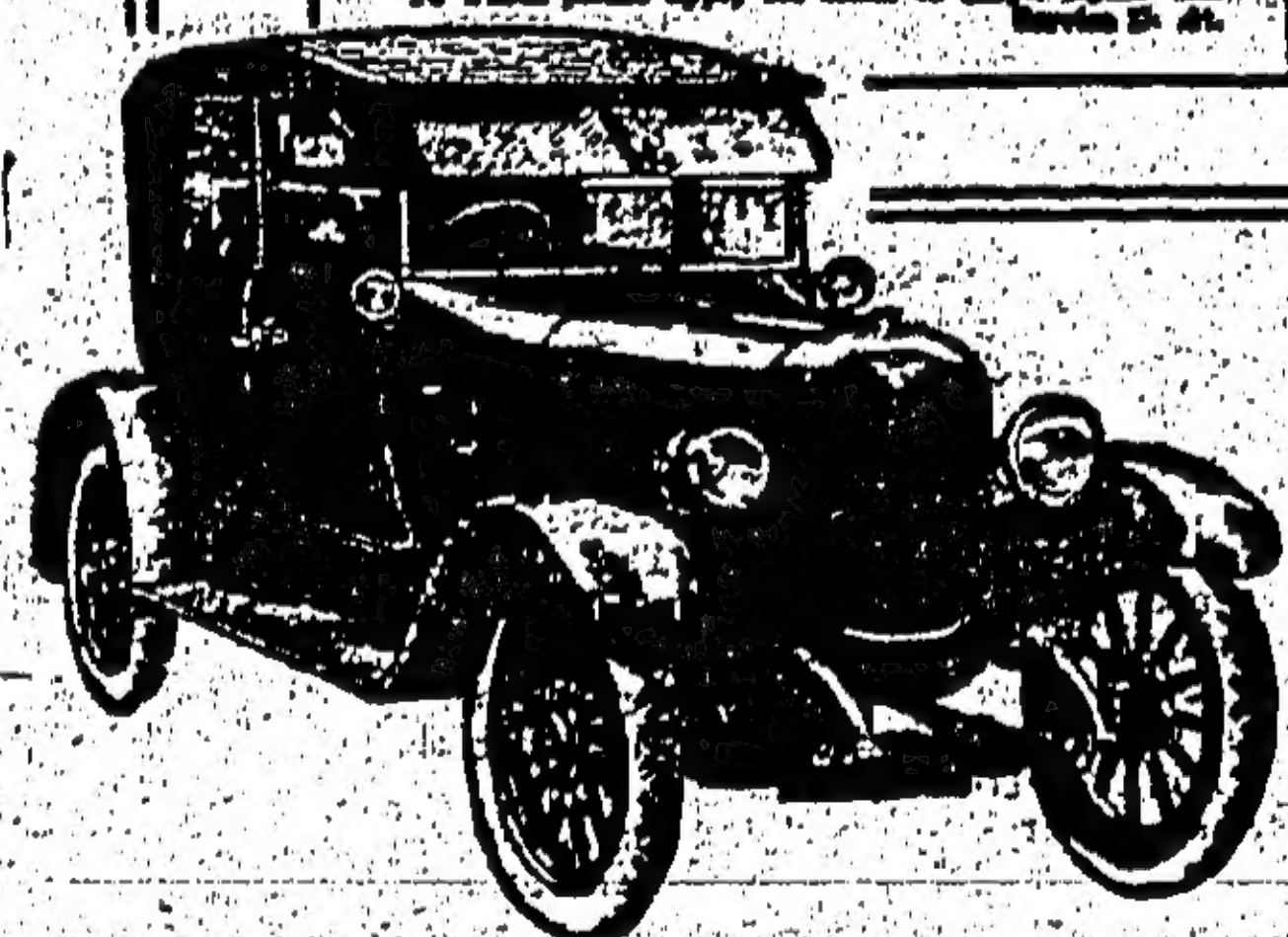
SAMPLE BOTTLE AND BOOKLET SENT FREE ON  
APPLICATION TO

NESTLE'S CO.

11, Queen's Road Central, Hongkong.

The  
AUSTIN  
TWENTYA Triumph  
of British Industry

Built at the largest automobile works in  
the Empire and of world-wide fame for  
the remarkable successes it has attained in  
trials and tests, the Austin Twenty demands  
the instant attention of overseas motorists.  
In the Austin Twenty you have a super-car  
at a moderate price. It is a thoroughly  
tested car, built upon proven principles, and  
particularly suitable for overseas conditions.  
Get in touch with local distributors.

To whom please apply for name of local agent and  
terms of sale.

THE AUSTIN MOTOR Co., Ltd., Northfield, Birmingham, England

## Hotels in Japan &amp; Manchuria

## MEMBERS OF JAPAN HOTEL ASSOCIATION.

Average Rates for Single Rooms (without Bath) including meals  
Y10—12 in cities and some popular resorts.  
Y8—10 in country districts.

## IN JAPAN—PROPER

Osaka (Shikoku)	Kyoto	Nara	Shikoku
Tokyo Hotel	Kyoto Hotel	Nara Hotel	Daitokuwa Hotel
Kanazawa	Miyako Hotel	Shikoku	Tokyo
Kashida Hotel	Matsumoto	Hanaya Hotel	Imperial Hotel
Karlsruhe	Park Hotel	Nikko Hotel	Tokyo Station Hotel
Miyako Hotel	Miyajima	Osaka	Tokyo Seiyokan Hotel
Oriental Hotel	Miyajima Hotel	Osaka Hotel	Yokohama
The Hotel	Miyajima Hotel	Hakone Hotel	Grand Hotel

## IN-TAIWAN (FORMOSA)

IN OHOSHIN	IN MANCHURIA
Kelso (Gosho)	Changchun
Chang Hotel	Yamato Hotel
Fukuda	Dairen
Fukuda Station Hotel	Yamato Hotel
Shanghai Station Hotel	Hokkaido
	Yamato Hotel



## DODWELL &amp; COMPANY, LD.

STEAMSHIP SERVICES  
Regular Sail to  
NEW YORK & BOSTON

via Suez or Panama Canals at Owners' Option.

## LLOYD TRIESTINO

For BRINDISI, VENICE &amp; TRIESTE.

Taking Cargo, ton, through Bills of Lading for LEVANT, BLACK SEA &amp; DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through B/Lading  
S.S. "TRIESTE" ... sailing on or about April 22nd.  
S.S. "PERSIA" ... sailing on or about May 19th.

For SHANGHAI &amp; JAPAN.

S.S. "PERSIA" ... sailing on or about 19th April.  
Passengers' Luggage can be insured at the Office of the Agents.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG &amp; JAVA.

For JAVA.

S.S. "CHERIBON MARU" ... sailing on or about 9th April.

For JAPAN.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service from Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS.

TAKING Cargo or through Bills of Lading for SOUTH AFRICAN PORTS  
with transhipping at CALCUTTA.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.  
AND AGAR LINES

For Freight or Passage on any of the above Lines apply to:-

DODWELL &amp; CO., LTD.

Agents

## N. Y. K.

## NIPPON YUSEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai  
& Japan portsCargo to Overland Points U.S. in connection with Great Northern Northern Pacific  
and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Manila) ... Wednesday, 10th Apr. at 11 a.m.

SUWA MARU ... Friday, 8th May, at 11 a.m.

FUSHIMI MARU (omitting Manila) ... Tuesday, 31st May, at 11 a.m.

KATORI MARU ... Friday, 17th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez  
Port Said and Marseilles.

KITANO MARU ... Friday, 15th Apr. at 11 a.m.

INABA MARU ... Friday, 29th Apr. at 11 a.m.

KAMO MARU ... Friday, 13th May, at 11 a.m.

IYO MARU ... Friday, 27th May, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON &amp; ROTTERDAM.

LIVERPOOL &amp; MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th Apr. at 11 a.m.

AKI MARU ... Tuesday, 17th May, at 11 a.m.

TANGO MARU ... Tuesday, 21st June, at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via CAPE.

KAWACHI MARU (sailing from Singapore) ... Wednesday, 11th May.

BOMBAY &amp; COLOMBO via Singapore.

WAKASA MARU ... Friday, 22nd April.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

RANGOON MARU ... Sunday, 17th April.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

AKI MARU ... Tuesday, 12th Apr. at 11 a.m.

SHANGHAI, KOBE &amp; YOKOHAMA.

KAMAKURA MARU ... Tuesday, 12th April.

DAKAR MARU ... Wednesday, 13th April.

IYO MARU ... Friday, 16th Apr. at 11 a.m.

TSUSHIMA MARU ... Friday, 16th April.

YAMAGATA MARU ... Saturday, 16th April.

For further information apply to:- NIPPON YUSEN KAISHA

Telephone Nos. 192 &amp; 232.

## PRINCE LINE

THE STEAMSHIP

## "MOORISH PRINCE"

TO NEWCASTLE (N.S.W.) &amp; EUROPE

sailing from Hongkong on or about 14th APRIL.

HAS ACCOMMODATION FOR 12 FIRST-CLASS PASSENGERS.

For rates, etc., apply to:-

FURNESS (FAR EAST), LTD.,

St. George's Building

NO "SHORT CUT" TO  
PROGRESS.

MR. J. H. THOMAS ON STRIKES.

Speaking recently, at Parkinson Hall, Hornsey, Mr. J. H. Thomas, M.P., said he knew that there were some of his critics who would say that the policy he had pursued was not sufficiently aggressive and that the National Union of Railwaysmen had not achieved what it should have done. He would ask his critics to consider the position in the light of experience and compare present conditions with those that obtained some years ago, and it would be seen that much had been achieved.

Mr. Thomas said he would admit, however, that we were in a worse position to-day than ever before, and that although our soldiers and sailors were responsible for a military victory there was no one who could claim that we had won the peace. Men had fought and died, women had sacrificed themselves because they believed that humanity in its best sense would benefit; but they had not sacrificed themselves in order that one nation should keep another nation in subjection, or that in the future they should have a world full of turmoil, bitterness, and ill-feeling. The world had been fought in order to remove from the path of civilisation the awful horror and dread of war, so that men and women would be able at last to work out their emancipation. Yet, after all the talk of a "land fit for heroes to live in," they found themselves compelled to admit that a first attempt made in the interests of economy was on the education of the people, or, in other words, the Government was prepared to spend millions on the destruction of humanity, and, when it would economise, was for a few pounds, prepared to attack the education of the children. Reaction was never more triumphant than at the moment.

There were some who said, "Let us take one short remedy." Mr. Thomas proceeded, but he would say to those who wanted industrial stoppage or social upheaval: "In the long chapter and in the long history of the world's progress, you will find that no social upheaval is equal to the revolution in the ideals and thoughts of the people themselves. In other words, I will never give a lead to the railwaymen to withhold their labour involving the sacrifice and misery and suffering of themselves and others to accomplish what the exercise of common sense and intelligence of the workers would bring about. If I thought for a moment that by any short cut I could remedy these things, I would not hesitate to advise it." Mr. Thomas went on.

It is because I know there is no short cut, and because I know that the only sure and sound method is by trying to compel men and women to think out these problems for themselves that I do not do so, and the first stage in that process is that we have got to be quite honest with ourselves. Labour was never yet defeated by the strength of the other side, but always because of internal jealousies and suspicions in their own ranks. Taking stock of the present position, Mr. Thomas said that the situation was that a deficit of something like £25,000,000 on the railways this year must be made up. It was another 25 per cent. more, as was now contemplated, put on railway fares, the situation would become more serious. Instead of that increase bringing in more revenue, it would bring in less revenue, as people would not travel. In the next few months the railways would either be handed back to private ownership, grouped in four or five sections, or nationalised. "Personally I rule the latter proposition out because of the absence of common sense and intelligence among the workers themselves." Mr. Thomas declared. "While holding up hands in branch rooms in favour of nationalisation, you have always returned to the House of Commons a majority of people who do not believe in nationalisation. You have only got the House of Commons you deserve, and until you change it, I say, I don't see nationalisation is on the map." One of the other alternatives had to be considered, and they would find that a determined attempt would be made to reduce their wages.

I want to emphasise that there are troublesome times ahead," Mr. Thomas concluded. "I know that there are still a large number of people who feel that my own policy as a leader is not sufficiently aggressive, and that a more aggressive policy would be successful. You can go no faster than your weakest link; you are as strong as your weakest link, and the policy of assuming that strikes every day will succeed is, in my judgment, not only a mistaken policy, but a policy that will inevitably lead to disaster."

## DEBTS OF THE ALLIES.

MR. CHAMBERLAIN'S DISCLOSURE.

Mr. Austen Chamberlain, speaking at Birmingham last month, said that he would have preferred at the close of the war that the whole of the international debt of the Allies and Associated Governments should have been wiped out with a clean slate. There was no proposal for a settlement of international debt, whether for total remission or partial remission, which the British Government would not have been prepared to be a party to. "We made such proposals," said the Chancellor, "but they were not acceptable to the Government of the United States. To make them again would be, I think, beneath our dignity, and would render us liable to misconception of our motives in making them. We proposed a solution in which we should have forgone claims larger than any remitted to us, and we proposed it because we believed it would be in the interests of good relations among the peoples for the rehabilitation of international credit and for the restoration of international trade."

Our debt to the United States Government due within five years, as at January 1st, 1920, was £267,000,000. Our outstanding loans to Allies (including Russia, France, Italy, Belgium, Serbia, Portugal, Rumania, Greece, and others) is £1,731,000,000. Of this total, Russia owes us £268,000,000.

ITCHING BURNING  
RASH ON ARM

Neck and Head. Hair Fell Out Badly. Cuticura Heals.

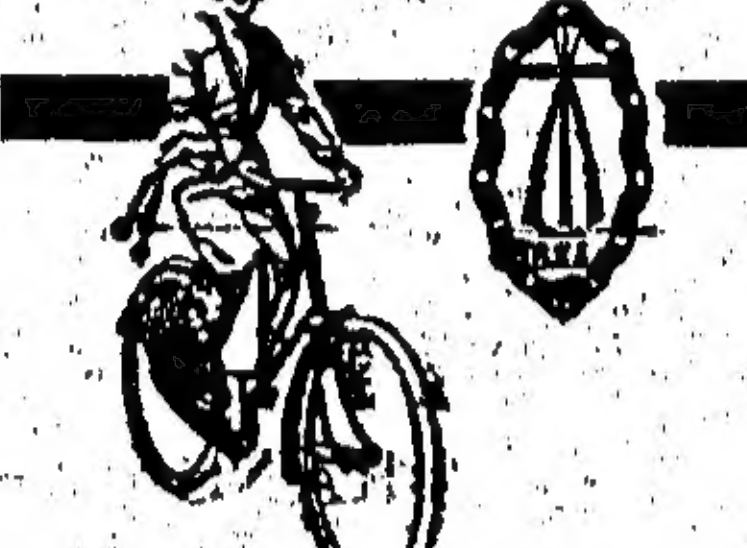
"I had an itching and burning on my arm and neck, and also on some parts of my head. There a rash appeared which caused my hair to fall out; badly. I was treated, but could get no relief. After this I tried Cuticura Soap and Ointment. I found great relief in a short time, and now am healed." (Signed) Miss Nora Woolley, 9 Chapel Street, Maple, Cheshire, England.

Prevent these distressing skin troubles becoming serious by making Cuticura Soap, and no other, your every-day toilet soap, assisted by liniments of Cuticura Ointment now and then. Soap to cleanse, Ointment to heal.

Send 10. Ointment 1s. 6d. and 2s. 6d. Sold throughout the Kingdom. For sample sent free and full particulars of our Cuticura Soap, Ointment, and Pills, write to: Cuticura, Ltd., 21, Abchurch Lane, London, E.C. 4.

Cuticura Soap shaves without razor.

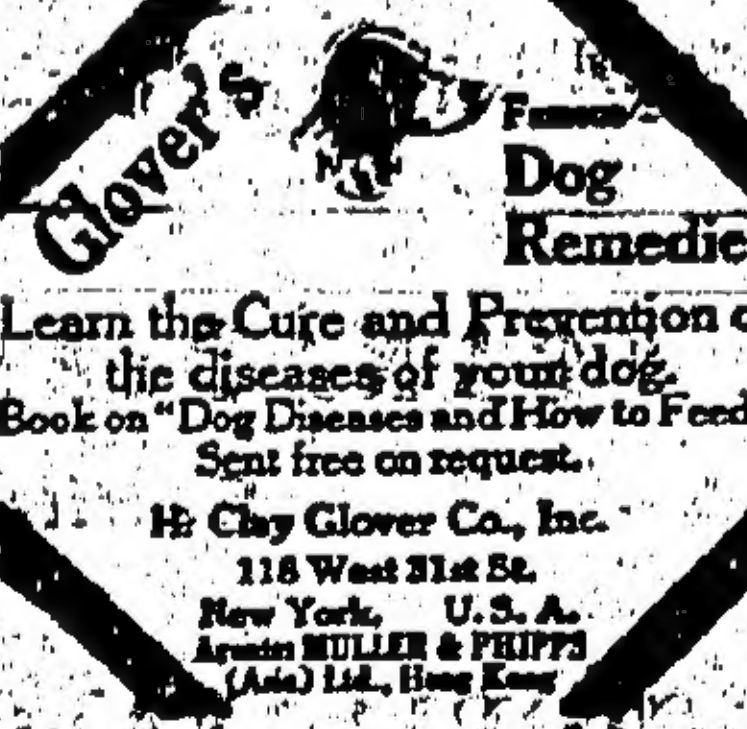
[33-11]

LOOK FOR THE FAMOUS  
B.S.A. TRADE MARK. IT  
APPEARS ON ALL GENUINE  
**BSA**  
BICYCLES  
Manufactured by  
B.S.A. CYCLES LTD.,  
Prop: The Birmingham Small Arms Co. Ltd.  
BIRMINGHAM - ENGLAND.  
Makers of the famous  
B.S.A. Motor Bicycles  
FOR SOLO & SIDE CAR

[33-11]



[33-11]



[33-11]

## WAR MEMORIAL

SUBSCRIPTION LIST

FOR the erection of a Public Subscription of a building to be used as a Y.M.C.A. Hall, to be called the WAR MEMORIAL INSTITUTE and to be managed for the joint use of the Navy, the Army and Civilian by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in place at an early date.

Lists may be found at:-

Messrs. Lane &amp; Crawford,

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Messrs. Lane &amp; Crawford,

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Messrs. Lane &amp; Crawford,

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Messrs. Lane &amp; Crawford,

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Messrs. Lane &amp; Crawford,

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Messrs. Lane &amp; Crawford,

11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## INDO-CHINA

## STEAM NAVIGATION COMPANY LIMITED

SAILINGS SUBJECT TO ALTERATION

MANILA ... "YUENSANG" ... Fri. 8th Apr. 3 p.m.  
BANGKOK via SWATOW ... "CHUNSIANG" ... Sun. 10th Apr. D'light  
TIENTSIN ... "CHEONGSHING" ... Sun. 10th Apr. D'light  
SHANGHAI via SWATOW ... "TUNGSHING" ... Mon. 11th Apr. 10 a.m.  
KORE via SHANGHAI ... "FOOKSANG" ... Tues. 13th Apr. D'light  
SHANGHAI via SWATOW ... "KWONGSANG" ... Tues. 13th Apr. D'light  
STRAITS & CALCUTTA ... "NAMSANG" ... Tues. 13th Apr. 3 p.m.  
HAIPHONG via HOIHOW ... "TAKSANG" ... Wed. 13th Apr. 10 a.m.  
SHANGHAI & TIENTSIN via SWATOW ... "CHOYSANG" ... Thurs. 14th Apr. D'light

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when independent of others.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Hainan, Swatow and Chefoo.

## CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Tuesday, Apr. 12th, 3 p.m., for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to:-

Jardine, Matheson &amp; Co., Ltd.,

Telephone No. 314.

GENERAL MANAGERS

## GLEN AND SHIRE

Joint Service of Steamers.

## U.K.-STRAITS, CHINA &amp; JAPAN SERVICE.

OUTWARDS.

Vessel ... Due Hongkong  
S.S. "GLENIFFER" ... 14th April.  
S.S. "GLENGYLE" ... 28th April.Vessel ... Discharge  
S.S. "CARNARVONSHIRE" ... 24th Apr. GUNOA, LONDON & ROTTERDAM.Movements are subject to change without notice.  
For freight or further particulars please apply to:-Jardine, Matheson & Co., Ltd.  
The Glen Line, Ltd., AGENTS.

Tel. No. 21 sub. 5 or 22 and 2696.

## KAWASAKI KISEN KAISHA

Cable Address: Kawasaki, Kobe.  
Bentley's A.B.C. 5th Ed.  
and Scott's Codes.Telephone: Bananji  
2244 3923

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)  
CAPITAL PAID-UP ... ¥200,000,000President: Mr. T. KAWASAKI.  
Vice-President: Mr. K. MATSUOKA.  
Managing Director: Mr. MATSUDA ABE

The Company has on hand a Large Number of

## NEW CARGO STEAMERS

ALWAYS READY FOR  
CHARTERS of all descriptions.The following are comprised in the Company's Fleet:  
Eleven steamers of 9,100 tons each deadweight.And under the Company's management are  
Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to:-

KAWASAKI KISEN KAISHA  
No. 2, Bays, Kobe.

[33-11]



## SHIPPING NEWS

## ARRIVALS.

April 6th.

*Amakusa Maru*, Japanese str., 2,380 tons, Capt. T. Harada, from Keelung, with coal, etc.—O.S.K.  
*Bentley*, British str., 2,500 tons, Capt. Watters, from Singapore, with a general cargo—Gibbs, Livingston & Co.  
*Egmont Castle*, British str., 3,324 tons, Capt. J. Cann, from Shanghai, with a general cargo—Dodwell & Co.  
*Halsdrup*, Norwegian str., 1,068 tons, Capt. Johannessen, from Bangkok, with a general cargo—Kin Tye Loong.  
*Kohinoor*, British str., 800 tons, Capt. Pringle, from Shanghai, with a general cargo—B. & S.  
*Kydrange*, British str., 501 tons, Capt. J. E. Drummond, from Swatow, with a general cargo—Chiu On S.S. Co.  
*Innamineka*, British str., 1,421 tons, Capt. Nicoll, from Saigon, with rice—Nemaze.  
*Kanashar*, British str., 1,153 tons, Capt. Cromie, from Shanghai, with a general cargo—Bank Line.  
*Kato Maru*, Japanese str., 1,922 tons, Capt. Yoshizaki, from Bangkok, with a general cargo—Kwang Nguan Seng.  
*Taipei*, Chinese str., 1,044 tons, Capt. Masaki, from Dairen, with a general cargo—Yee Tai Hong.  
*Van Odon*, Dutch str., 2,863 tons, Capt. Schlette, from Swatow, with a general cargo—J.C.J.L.  
*Wing Sang*, British str., 1,517 tons, Capt. Milford, from Canton, with a general cargo—J.M. & Co.

## CLEARANCES.

April 6th.

*Jade*, for Pakhoi.  
*Kwas Wah*, for Tourane.  
*Monteagle*, for Shanghai.  
*Soshu Maru*, for Swatow.  
*Van Odon*, for Singapore.  
*Wasun*, for K. C. Wan.  
*Whangpu*, for Shanghai.  
*Wing Sang*, for Swatow.

## VESSELS EXPECTED.

*Magellan* (Blue Funnel), due April 17th.  
*Atsuta Maru* (N.Y.K.), from Sydney, due April 11th.  
*Atsuta Maru* (N.Y.K.), from Liverpool, due April 24th.  
*Bowen Castle* (Barber line), Dodwell & Co. agents, from New York, due May 19th.  
*Harayadee* (Blue Funnel), due April 20th.  
*Hector* (Blue Funnel), due May 4th.  
*Igo Maru* (N.Y.K. European), from London, due April 14th.  
*Kamohara Maru* (N.Y.K.), from Liverpool, due April 10th.  
*Macdon* (Blue Funnel), due May 8th.  
*Shinyo Maru* (T.K.K.), due April 19th.  
*Telemachus* (Blue Funnel line), due April 11th.  
*Fushima Maru* (N.Y.K.), from Bombay, due April 14th.  
*Kamagata Maru* (N.Y.K.), from Calcutta, due April 15th.  
*Ketorofu Maru* (N.Y.K.), from Calcutta, due April 14th.

## GERMAN SHIPPING.

BACK STRONG IN 10 YEARS.

It will not take more than ten years for Germany to restore her mercantile fleet under the plan proposed in that country, according to a dispatch received by the Nippon Yusen Kaisha. This dispatch says:—

"According to the directors of the Hamburg-America Line with regard to the proposed shipping trust in Germany, a big combination of shipping and ship-building companies are to be established. To begin with, new vessels are to be built. They are to be standardized, divided into three or four types.

"The present shipbuilding capacity of Germany is about 750,000 tons a year, but when the trust has been established, it can be doubled during the first year of its existence, and in the third year about 3,000,000 tons can be turned out. Thus the mercantile fleet of Germany can be restored within ten years."

## T.K.K.'S SOUTH AMERICAN SERVICE.

SIXTH STEAMER PUT ON RUN.

An expectation that the freight and passenger service between the Orient and South America is going to show a big increase is indicated by the Toyo Kisen Kaisha, plus for their Hongkong-South American line, says a Tokyo contemporary.

The *Hoyo Maru*, which has just been added to the Company's service, is the third of the 12,000-ton freighters to be finished for the South American line, the other two being the *Tokuyo Maru* and the *Reyo Maru*. The other three steamers on the line are the *Anjo Maru*, the *Kayo Maru* and the *Seyo Maru*, passenger vessels ranging in tonnage from 14,000 up to 18,000. However, there are being built at the Asano dockyards now three combination passenger and cargo vessels of 17,000 tons each, which will replace the three new freighters. The *Hoyo Maru*, which is now on her maiden voyage, will complete the round trip to Hongkong, back by Yokohama to Honolulu, San Francisco and to the east coast of South America, returning via Los Angeles, San Francisco and Honolulu to Yokohama. She will then be relieved in September by the new passenger steamer, *Bokuyo Maru*. The *Tokuyo Maru* and the *Kayo Maru*, the other two passenger vessels, now building, will take their places in the schedule June 31st and July 21st respectively. This will relieve the new cargo boats for another line or tramp service.

The new passenger boats will have a slightly larger passenger accommodation than the *Anjo Maru*. The latter can carry 40 first class, 30 second class and 600 steerage passengers.

## SHIPPING MOVEMENTS.

The *s.s. Moorish Prince* (Furness Far East, Ltd.) is expected to arrive here from New York on April 8th.  
 The *s.s. Telemachus* (Blue Funnel line) left Singapore, on April 5th, for Hongkong, and is due here on April 11th.  
 The *s.s. Demodocus* (Blue Funnel line) left Port Said on March 31st for Hongkong, and is due here on the 20th inst.

## WEATHER REPORT.

April 6th at 11.45.—Pressure has increased considerably at Vladivostok, and decreased slightly at most of the other reporting stations.

The anticyclone appears to be central over S. Manchuria.  
 Hongkong rainfall for the 24 hours ending at 5 a.m. to-day, 0.00 inch. Total since January 1st, 5.74 inches against an average of 6.92 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

## DISTRICT

## FORECAST.

Hongkong to Gap Rock E. winds, moderate; overcast, some drizzling rain or mist.  
 Fuzhou Channel N.E. winds, fresh.  
 South coast of China between Hongkong and Lamook The same as No. 1.  
 South coast of China between Hongkong and Hainan The same as No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 6th.

	Previous Day at 5 p.m.	On Date at 5 a.m.	On Date at 4 p.m.
Barometer	29.58	29.85	29.94
Temperature	74	70	80
Humidity	61	55	74
Wind Direction	East	East	East
Force	4	4	3
Weather	0	0	0
Rain	0	0	0

Highest open-air Temperature on 5th ... 74  
 Lowest open-air Temperature on 6th ... 68

## P. &amp; O. S. N. CO.

## STEAMERS FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental America, and South Africa Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mail, will be despatched from this Port on or about TUESDAY, the 16th, APRIL, 1934, taking Passengers and Cargo for the above Ports. Bills and Valuations and Rates for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 8 P.M., the day before sailing. The contents and values of all packages are required. For further particulars apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, April 4th, 1934. [738]

## MARTIN'S APOLASTIC MEDICAL PILLS

A French Remedy for all Disorders of the Liver, Gall, Bile, and Stomach. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

## MARTIN'S APOLASTIC MEDICAL PILLS

THE NEW FRENCH REMEDY THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments. It is the only medicine that cures the above ailments.

## C.P.O.S.

## SAILINGS.

## HONGKONG TO VANCOUVER

via Shanghai, Nagasaki, (Hokkaido), Kobe &amp; Yokohama

Steamer	From Hongkong	Vancouver
MONTEAGLE	Apr. 7	May 16
EMPEROR OF RUSSIA	Apr. 23	May 7
EMPEROR OF JAPAN	May 17	June 18
EMPEROR OF ASIA	May 23	June 18
MONTEAGLE	June 14	July 4
EMPEROR OF RUSSIA	June 22	July 11
EMPEROR OF JAPAN	July 7	July 28
EMPEROR OF ASIA	July 21	Aug. 8
EMPEROR OF RUSSIA	Aug. 18	Sept. 5
MONTEAGLE	Aug. 28	Sept. 16
EMPEROR OF JAPAN	Sept. 20	Oct. 11

Passengers to Europe are strongly urged to commence their journey at the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. The conditions on the Atlantic are as compared at the Pacific. Atlantic connections can be secured by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London & Glasgow. Passengers enquiring all such connections will be issued here.

For fares and other information please apply to—

HONGKONG OFFICE.

Telephone 788. Cable address: CANADIAN PACIFIC OCEAN SERVICES, LTD.

## PACIFIC MAIL S.S. CO.

## TRANS-PACIFIC SERVICE

## Freight and Passenger.

For SAN FRANCISCO VIA SHANGHAI JAPAN PORTS AND HONOLULU

## AMERICAN-STEAMERS

"VENEZUELA" ... .. Wednesday, April 20th.  
 "GOLDEN STATE" ... .. About Monday, April 25th.

## PANAMA SERVICE

## Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

## SHANGHAI-CALCUTTA SERVICE

## Freight Only

For SHANGHAI

For CALCUTTA via SINGAPORE, PENANG, and RANGOON.

S.S. "LAKE GILPIN" ... .. Sailing April 11th.

## MANILA-EAST-INDIA SERVICE

## Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

## Monthly Sailings.

## ROUND THE WORLD SERVICE

## Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Biscaya, Marseilles, Barcelona, the Cape of Good Hope, Natal, Durban, Cape Town, London, and back to San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Marlborough, Hongkong. 38

## STRUTHERS &amp; DIXON, Inc.

## GREEN STAR LINE.

Operating Far Eastern service for account of the UNITED STATES SHIPPING BOARD.

## TO NEW YORK &amp; BALTIMORE

To SEATTLE & VANCOUVER (via MANILA)  
 "West Jessup" ... .. 23rd April  
 To LOS ANGELES & SAN FRANCISCO (via HONOLULU)  
 "West Jessup" ... .. 25th April

Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE: 1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3008. [46]

## "CANADIAN INVENTOR"

## Sailing 8th April

to

## VICTORIA, VANCOUVER and SEATTLE,

via SHANGHAI and JAPAN.

Taking cargo on through Bills of Lading to Overland Points in Canada and America via the Canadian National Railways.

For Freight apply to—

BUTTERFIELD & SWIRE,

Agents.

[736]

## LOS ANGELES PACIFIC NAVIGATION COMPANY

## (TRANS-PACIFIC FREIGHT SERVICE)

Operating—United States Shipping Board Steamers

## HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due Towards About Sailing About  
 S.S. "WEST HIKA" 8th April S.S. "WEST HIKA" 10th April

Through Bills of Lading to all U.S. ports. Ship's connection with Salt Lake, Santa Fe and Southern Pacific Railroads.

CHAS. E. RICHARDSON, General Agent for South China, Prince's Buildings, Chester Road. [98]

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	22,000	April 27th
PERSTA MARU	22,000	May 14th
TAIYO MARU	22,000	May 28th
SIBERIA MARU	22,000	June 19th
THETO MARU	22,000	June 31st

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALTA, CRUZ, BALBOA, CALLAO, MOLLENDU, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO EUROPE AIRS.

STEAMER	TONS	LEAVE HONGKONG
SHINTO MARU	14,000	May 15th
TOKUYO MARU	12,000	June 10th
RAKUYO MARU	17,500	July 11th

\* Cargo only

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2274 & 2474.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

[84]

## CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

## FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,300 Tons

## SAILING FROM

## HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 18th S.S. "NANKING" June 15th S.S. "NILE" April 21st

## SAILING FROM

## HONGKONG for MANILA

S.S. "NANKING" June 4th

## SAILING FROM

## HONGKONG for SINGAPORE

S.S. "CHINA" April 20th S.S. "NILE" June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT, PRINCE'S BUILDING, 108, HOOB STREET.

TELEPHONE, PASSENGER DEPT. TEL. PASSENGER DEPT. & AGENT. No. 1934. No. 2181.

## KONINKLYKE PAKETVAART

## MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STEAMSHIP

## "VAN CLOON"

will be despatched to

SINGAPORE and BELAWAN-DELI.

6th of April direct

This vessel offers excellent cabin accommodation for saloon passengers.

Single and double cabins.

Wireless Telegraphy.

For Freight and passage apply to—

## JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

73

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers

For BOSTON and NEW YORK

S.S. "MONGOLIAN PRINCE" ... .. 16th April (via Suez).

For Freight and full particulars apply to—

FURNESS, (FAR EAST) LIMITED, St. George's Building.

Telephone 2165. Telegrams "Furness". [158]

## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS VIA MANILA & HONOLULU.

"HWAH PING" April 9th

"VICTORIA" April 20th

For Freight and Passage, apply to—

THE CHINA-AUSTRALIA S.S. CO. LTD., Agents.

112, Commercial Road Central.

Tel. 2207.



# AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agent.

## "ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG  
S.S. "KIOTO" ... 15th April.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG  
S.S. "KASENGA" ... 30th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to REISS & Co., CANTON.

General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "KANDAHAR" ... 7th Apr.  
— do — S.S. "CITY OF DUNKIRK" ... 25th Apr.  
— do — S.S. "KNIGHT COMPANION" ... 13th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG  
HONGKONG AND CANTON REISS & CO.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 7th April, 3 P.M.
SWATOW & SINGAPORE	"HOPE"	On 9th April, 10 A.M.
SHANGHAI & TRINGTAO	"CHERAN"	On 9th April, Noon.
SWATOW & BANGKOK	"LOROW"	On 12th April, 10 A.M.
AMOY, SHANGHAI & FUKOW	"SINKIANG"	On 17th April, Noon.
SHANGHAI	"SOOCHOW"	On 14th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tringtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, Agents.

Telephone 38.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHONG" ... Capt. A. H. Stewart FRIDAY, Apr. 28th, at 12 Noon.  
"HAICHONG" ... Capt. W. C. Pasmore FRIDAY, Apr. 15th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARPAK & CO.

General Managers.

# P. & O. - BRITISH INDIA

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,414	19th Apr.	Singapore, Colombo, & Bombay.
"KHYBER"	9,000	16th Apr.	Marseilles, London & Antwerp.
"SOUDAN"	7,000	29th Apr.	do.
"DEVAYHA"	8,030	27th Apr.	do.
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp.
"PLASSY"	7,848	10th June.	do.
"DELTA"	8,000	24th June.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" ... 4,649 ... 9th Apr. 11 A.M. Calcutta via Spore, Pangloss.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	13th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

Omits Sandakan Calls Timor

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"NAGOYA"	7,000	11th Apr.	Shanghai & Japan.
"KANOWNA"	7,000	16th Apr.	Japan direct.
"TAKADA"	8,849	14th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. 1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cargoes are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice. Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to 10 days on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments effected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

# O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"BUBA MARU" ... Monday, 18th April.

BUENOS AIRES-RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Thursday, 7th April.

"INDUS MARU" ... Sunday, 10th April.

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Australia.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Dalen—Regular fortnightly passenger service connecting at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE.

JAPAN PORTS—Shanghai, (Moji, Kobe) & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 10th April.

TAKAO via SWATOW & AMOY

"ROBBO MARU" ... Thursday, 7th April.

For sailing dates and further particulars please apply to Y. YAMADA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Ln. Hongkong for Australia
"CHANGSHA"	25th April	30th April

Passenger Service to Australia.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout. Medical Stores in the State-rooms. A fully qualified Doctor is carried. Baggage, Cargo, etc., subject to all Australian, New Zealand & Trans-Pacific Ports. For Freight and passage apply to BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

For MANILA

"WENATCHEE" ... Sailing May 3rd.  
For VICTORIA, B.C. & SEATTLE, WASH.  
(Calling at Shanghai & Japan Ports).

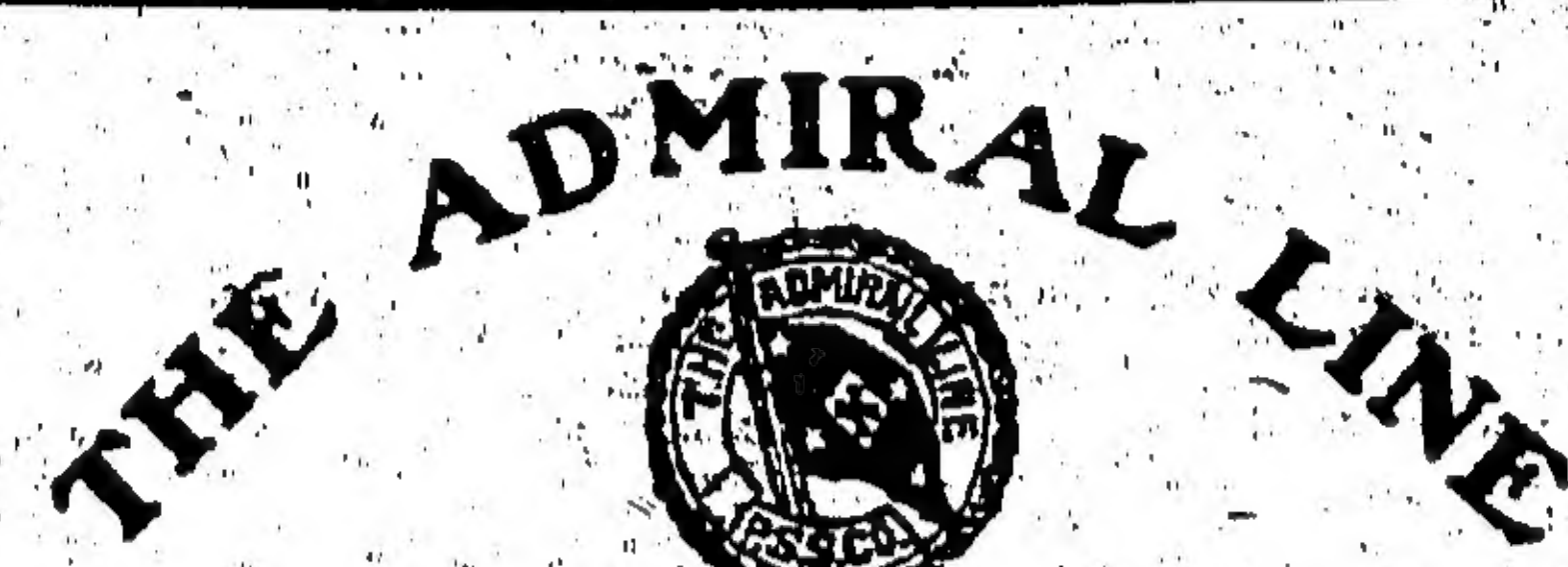
	From Hongkong	Arrive Seattle
S.S. "WENATCHEE"	May 14th	June 3rd.
S.S. "KEYSTONE STATE"	July 5th	July 28th.
S.S. "WENATCHEE"	July 25th	Aug. 18th.
S.S. "KEYSTONE STATE"	Sept. 17th	Oct. 5th.

Information regarding rates, accommodation, etc., Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [662]



Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

For SEATTLE, TACOMA, VICTORIA & VANCOUVER.

(Calling Kobe, Yokohama & Seattle)  
"CROSSKEYS" ... Freight Only ... About April 16th.

For PORTLAND DIRECT.

(Calling at Kobe and Yokohama).  
"MONTAGUE" ... Freight only About April 26th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE

Telephone 2477 & 2478.

Fifth Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS

CADARETTA For Haiphong, Saigon, Java Ports April 7th.

LAKE FARRAR ... April 30th.

LAKE ONAWA ... May 19th.

Through bills of Lading issued to all United States, Pacific Coast and

Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE

5th FLOOR, HOTEL MANSIONS BUILDING.

Tel. Adm.: ADMIRALINE. Telephone 2477 & 2478.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

W.M. H. WEBB, ... April 11th.

For freight space and particulars apply to—

BARBER STEAMSHIP  
LINES, INC.,

THE ADMIRAL LINE,

AGENTS.

5th Floor, HOTEL MANSIONS.

Telephone 2477 & 2478. [173]

## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOREA & YOKOHAMA	"AMAZON" ... 11,000	On or about 7th April
	"ANDRE LEON" ... 20,000	On or about 27th April.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
MARSEILLE via SAIGON, SINGAPORE, COLOMBO, DUEBOUT, SUZ	"CHILLI" ... 10,000	On or about 18th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

B. BODENFUEHR.

Agent, Queen's Building.

Telephone 74.



